The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1558.—Vol. XXXV. LONDON, SATURDAY, JULY 1, 1865. {STAMPED.....SIXPENCE. UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(Established 23 years.)

Holders of mining shares DIFFICULT of SALE in the OPEN MARKET may find purchasers by negociation, through Mr. Crofts' agency. Also, parties requiring ADVICE how to act as to the DISPOSAL, or ABANDONMENT, of doubtful mining stocks may profitably avail of Mr. Crofts' long experience on the market in all cases of doubt or difficulty.

FOR SALE:—Great South Chiverton (at lowest market price); 50 Unity, 3s. 6d.; 35 Sortridge Consols, 6s. 3d.; 35 North Dolcoath, 11s.; 25 Lady Bertha, 5s. 9d.; 10 Chiverton, £8¾; 20 Rosewarne Consols, 20s. 6d.

SHARES TO BUY:—North Minera (20s. paid), Central Minera, North Chiverton, South Darren, Great North Laxey, Bedol-Aur, East Basset, Clifford, Bottle Hill, all at very low prices, and bona fide undertakings.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET, LONDON, E.C.

James Lane has FOR SALE at nett prices:—5 Basset and Grylls; 5 Buller, £19; 50 Bedol-Aur; 20 Carn Camborne, 28s.; 5 Chiverton, £9½; 50 Dale, 7s. 6d.; 10 East Lovell, £10; 20 East Russell, £4; 50 East Jane, 21s.; 10 East Caradon, £13; 10 East Carn Brea, £8¾; 20 East Rosewarne, £2⅝; 10 Frank Mills, £7¾; 50 Great Wheal Busy, £3½; 100 Great North Laxey, 37s. 6d.; 25 Harriett, 10s.; 20 Hallenbeagle, £3; 10 Mandlin, £3½; 10 North Treskerby, £2½; 50 North Devon; 50 New Wheal Martha, 22s. 6d.; 20 New Wheal Lovell, 25s.; 20 North Jane, 8s. 6d.; 50 North Minera (pref.), 6s. 6c.; 15 Rosewarne Consols; 20 South Lovell, £2; 20 South Condurrow, £3½; 50 Tolvadden, 36s. 6d.; 5 West Chiverton.

James Lane is a BUYER of West Frances, West Sharp Tor, South Basset, & E. Jane.

MR. WILLIAM LELEAN (Member of the Mining Exchange), has FOR SALE the FOLLOWING SHARES, at nett prices:—

20 Bedol-Aur, 12s.	4 Great Fortune, £3⅞.	15 So. Condurrow, £3 11 3
15 Bottle Hill, 9s. 6d.	5 Great Laxey, £21¼.	25 South Darren, 30s.
20 Bryntail, 34s. 3d.	20 Great North Laxey.	10 South Lovell, £2 3s. 9d.
10 Camborne Vean, 10s.	15 Gonamena, 26s. 6d.	20 South Grenville, 3s.
5 Craddock Moor, £8¼.	5 Great Vor, £31 3s. 9d.	10 South Crofty, £12¾.
20 Cren. Wh. Abra., 9s 9d	5 Gt. Sth. Tolgus, £2 1 3	50 Tolvadden, 29s.
3 Cargoll, £30.	10 Gt. No. Downs, £3 1s.	5 Tincroft, £17⅜.
25 Carn Camborne, 27s.	75 Great South Chiverton.	50 Vale of Towy, 2s. 9d.
4 Clifford Amalg., £26⅜.	7 Great Busy, £3¼.	10 Vigra and Clogau new shares.
5 Cook's Kitchen, £8⅞.	5 Hallenbeagle, £2 19s.	
5 Chiverton Moor, £3¼.	20 Lady Bertha, 4s. 9d.	5 West Caradon, £9¾.
20 East Wheal Vor, 21s.	5 Mary Ann, £8¼.	50 Wheal Arthur, 1s.
20 East Bottle Hill, 6s. 9d.	5 South Basset, £1¼.	1 Wheal Basset, £83⅛.
5 East Carn Brea, £6⅝.	5 No. Treskerby, £2 6 3	25 Wh. Unity, 3s.
15 East Grenville, £2 11 3	15 North Basset, 13s. 6d.	5 Wheal Uny, £2 11s. 3d.
25 East Gnasfell, £2.	20 North Robert, 7s.	25 Wheal Crebor, 35s.
10 East Rosewarne, £3¼.	10 No. Shepherds, £5 7 6	20 Wh. Grenville, £2 12 6
15 East Russell, £4⅛.	5 North Roskear, £15¼.	2 West Chiverton, £78¼.
4 East Basset, £16¾.	25 North Minera, 7s. 6d.	1 Wheal Rose, £31.
5 East Caradon, £12⅞.	25 Pendeen, 40s.	10 Wheal Harriett, 10s. 3d
5 East Lovell, £9⅞.	5 Providence, £31½.	3 Wheal Buller, £16½.
20 East Gunnislake, 20s 9d	10 Rosewarne Unl., 19s.6d.	5 Wh. Trelawny, £17⅜.
5 Frank Mills, £7 11s 3d	10 Rosewarne Consols, 23s. (call paid).	8 Wh. Chiverton, £9 3 9

Mr. Lelean BUYS and SELLS all descriptions of ENGLISH and FOREIGN STOCKS and SHARES, INSPECTS MINES, and TRANSACTS all the usual BUSINESS of a STOCK and SHAREDEALER. Parties may rely upon him for sound advice and punctuality in all his engagements.

I refer my correspondents to my remarks in page 400 of this day's Journal.

N.B.—SPECIALLY RECOMMENDED, the immediate purchase of Great Laxey, Rosewarne Consols, Mandlin, Great South Chiverton, West Chiverton, Wheal Chiverton, and North Minera shares.

Bankers: Messrs. Roberts, Lubbock, and Co.
Offices, 11, Royal Exchange, London, E.C.

MR. WILLIAM LELEAN'S STOCK, SHARE, AND FINANCE REGISTER, No. 4 of which will be published on Tuesday, the 18th July, should be consulted by all who wish to make safe and profitable investments, giving from 10 to 15 per cent. Single copies, 6d. each; annual subscription, 5s.—11, Royal Exchange, E.C.

Mr. William Lelean's "Register," says the Mining Journal, "will form a very useful addition to the monetary and commercial periodicals of the day. It is full of all sorts of information that must be appreciated by investors, seems to be carefully done, and is well written."

The Money Market Review says—"It is likely to be useful to persons dealing or investing in mining and other shares. It gives an outline of the principal money markets events of the month, and other useful information."

WILLIAM WARD,
29, THREADNEEDLE STREET, LONDON, E.C.

MR. JAMES WALTON, STOCK, SHARE, AND MINING BROKER, 9, QUEEN'S SQUARE, BRISTOL.

MR. G. D. SANDY, SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C. (Member of the Mining Exchange). Correct Daily Price List issued gratis on application.

MR. THOS. THOMPSON, MINING OFFICES,
12, OLD JEWRY CHAMBERS, LONDON, E.C.

Mr. Thompson being intimately acquainted with the Laxey District, in the Isle of Man, and its various mines, and continually receiving private and valuable information respecting them, will be happy to communicate with anyone thinking of making an investment in the mines of this district.

JOHN RISLEY, 32, LOMBARD STREET, LONDON, E.C. is a BUYER of—

Great Wheal Vor.	North Dolcoath.	Wheal Crebor.
Pendeen.	East Wheal Russell.	Wheal Buller.
Stray Park.	Copper Hill.	West Caradon.
		Condurrow.

MR. WILLIAM MARLBOROUGH, 1, GREAT ST. HELEN'S, BISHOPSGATE STREET, LONDON, E.C. (Established 11 years), has FOR SALE the FOLLOWING SHARES, at nett prices:—

50 Bedol-Aur, 12s.	5 Cwm Erfin, £37½.	10 Margery.
10 Bedford United, 27s 6d	10 Tolvadden, 30s. 3d.	50 Great North Laxey
20 Wheal Uny, £2 11s 3d	20 North Basset, 14s.	20 New Lovell, 20s.
25 No. Treskerby, £2½.	5 Lady Bertha, 6s. 3d.	5 Copper Hill (an offer wanted).
25 North Jane.	10 East Providence, 16s.	
20 Rosewarne Cons., 23s.	1 New Rosewarne, £63¾.	30 Bryntail.
110 Gt. So. Chiverton, 2s 9d	10 Frank Mills, £7 13s 9d	5 Chiverton, £8¼.
10 No. Shepherds, £5 6s 3d	50 North Minera, 6s. 9d.	10 Great Busy, £3 6s. 3d.
10 Pendeen, 39s. 6d.	5 East Lovell, £9⅝.	2 Nangiles, £14¼.

32 London Restaurant (Limited). £7 paid, 12½ per cent. guaranteed, offer wanted.

GEORGE RICE, SHAREDEALER, 5, COWPER'S COURT, BIRCHIN LANE, LONDON, (23 years' experience), has SPECIAL BUSINESS, as BUYER or SELLER, for cash or account, in the following mines:—

Chiverton.	Great Wheal Vor.	South Condurrow.
East Lovell.	Great South Tolgus.	Wheal Crebor.
East Russell.	Marke Valley.	Wheal Grenville.
East Caradon.	North Treskerby.	West Chiverton.
East Grenville.	North Shepherds.	Wheal Clifford.
East Carn Brea.	Nangiles.	Wheal Rose.
Great Wheal Busy.	St. John del Rey.	

Bryntail.—Buy these; prospects better than some "puffed" mines now selling at four times the price.

North Treskerby.—Buy these. No ruinous calls. Present market price five times lower than some mines now making calls, without a chance of discovery for the poor deluded speculator who believes in reports, &c., because they are in "print."

To Speculators and Shareholders Generally.—Beware of "spurious" and "puffed-up" mines. The confiding shareholders can always learn from George Rice where they may be found before they are embarked in, and the good money lost.

George Rice will back up his opinion upon the mines in the "market" list by buying or selling the shares for delivery time on. This is the way the public should always test the value of the advice of the "Circular Writers" and mining prophets, who are so sure and confident in their advice.

Money advanced on mining shares.
June 30, 1865. Bankers: Bank of London.

MR. GEORGE BUDGE, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 18 years), has FOR SALE:—200 Otal Tor, 17s. 6d.; 150 Dale, 5s.; 25 Chiverton, £8¾; 20 Bryntail, 25s.; 50 Camborne Vean, 20s.; 100 Frontino and Bolivia, 42s. 6d.; 100 South Callington; 2 Minera, £230; 50 Tolvadden, £1 18s. 9d.; 70 Welsh Gold, 8s. 6d.; 50 Great North Laxey, £1⅞; 110 Santa Barbara, 10s.; 25 Quebrada (fully paid), £6¼; 40 Montes Aureos, 16s.; 100 Wheal Hartley, 6s.; 50 Redmoor, 5s. 9d.; 25 Maudlin, £3; 120 Otea Copper; 100 Cashwell, 39s. 3d.; 1 Devon Consols; 100 Wheal Harriett, 10s. 6d.; 100 Old Gunnislake, 10s. 3d.; 36 Bedol-Aur, 11s.; 25 East Rosewarne, £2⅞; 35 North Basset, 14s.; 60 Lady Bertha, 8s.; 200 Vale of Towy; 100 East Chiverton, 16s. 9d.; 40 East Agar; 50 Gawton, 20s.; 5 Tincroft; 50 North Minera; 25 West Maria.

Bankers: Messrs. Glyn Mills, Currie, and Co.

STOCK AND SHAREDEALER.—Mr. PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 79, OLD BROAD-STREET, LONDON, E.C.
Twenty years' experience.
(Two in Cornwall and Eighteen in London.)

Bankers: The Union Bank of London, and the Alliance Bank.

Every information can be obtained on personal application, or by letter, as to purchases and sales of Mine, Railway, Bank, and other Shares and Stocks, and the best investment for capital.

From the close proximity of his offices to the Stock Exchange, as well as the Mining Exchange, Peter Watson is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality.

PETER WATSON'S WEEKLY MINING CIRCULAR AND SHARE LIST, published every Friday, price 6d. each copy, forwarded on application. This Circular contains weekly important information with respect to all the principal Dividend and Progressive Mines in Devon and Cornwall. Annual subscription, £1 1s.; single copy, 6d.
79, Old Broad-street, London, E.C.

EDWARD COOKE, SHAREDEALER,
2, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C., is prepared to SELL the FOLLOWING SHARES, at the prices quoted, nett:—

20 North Chiverton	£ 2 2 6	25 South Darren	£ 2 0 0
10 Wheal Grylls	4 0 0	50 Prince of Wales	0 1 6
50 South Grenville	0 5 0	25 Tolvadden	1 17 6
5 Clifford	27 10 0	5 West Caradon	9 0 0
20 Chiverton Moor	3 10 0	5 Tresavean	5 10 0
25 East Grylls	3 10 0	5 West Chiverton	81 0 0
20 East Rosewarne	2 12 6	5 Wheal Chiverton	8 15 0
10 East Carn Brea	6 12 6	10 (20,00ths) St. Day United.	0 14 0
10 East Agar	1 10 0	5 Chiverton	9 15 0
10 Frank Mills	8 0 0	10 Rosewarne United	1 0 0
20 Frontino and Bolivia	2 2 6	4 Wheal Kitty (Lelant)	5 0 0
20 Great North Laxey	2 2 6	25 Cardigan Consols (£4 paid)	
10 Great Busy	3 12 6	25 ditto (£3 10s. paid)	
25 Lady Bertha	0 6 0	20 North Basset	0 14 0
5 North Roskear	15 10 0	10 Wheal Tremayne	0 16 0
25 Otea Copper (20s. paid)	0 5 0	25 N. Minera (fully paid)	0 7 0
50 Santa Barbara Gold	0 9 6	20 Long Rake	1 0 0

Edward Cooke pledges himself to sell the above shares, or any part, when applied for, without resorting to the subterfuges so commonly used by various parties, who have hitherto adopted the system of advertising at fixed prices.

Satisfactory references given in any town in the United Kingdom if required.
June 30, 1865. Bankers: Alliance Bank, Lothbury.

MR. C. POWELL, MINE SHAREDEALER,
78, OLD BROAD STREET, LONDON, E.C.
(Member of the Mining Exchange.)

Mr. Powell begs to inform his friends and the public that he TRANSACTS BUSINESS, as BUYER or SELLER of SHARES in MINES, at close nett prices, either for cash or the fortnightly settlement.

Mr. Powell strongly advises the immediate purchase of Frontino and Bolivia (South American) Gold Mining Company's shares for investment, and begs to remind his friends and the public that he began recommending those shares a few months since, when at par; they are now £1 premium, and there is every probability of their advancing to several pounds per share premium during the present year. These extensive mines, each containing an area of several square miles, are the freehold properties of the company. Numerous large and well-defined rich gold-bearing lodes have been traced for miles through these mines; several of the lodes yielding from ⅛ oz. to 3 ozs. of gold per ton of stuff, as broken from the lodes. The mines are being developed under the able superintendence of Captain W. Goyen (late of the St. John del Rey Company's mines), whose abilities as a practical gold miner are indisputable. It is, therefore, confidently expected that the monthly profits of these mines will soon be very large and permanent. The directors, who are gentlemen of high standing, hold about one-quarter of the shares. Capital £100,000, in 50,000 shares, limited to £2—£1 paid..

Mr. Powell is a BUYER or SELLER of these shares, and is prepared to make a close price to parties having business in them, either for cash or the fortnightly settlement.
June 30, 1865. Bankers: City Bank, Finch-lane

WILLIAM SEWARD,
19, THROGMORTON STREET, LONDON, E.C.

NOTICE OF REMOVAL.

MESSRS. WARD AND JACKMAN, STOCK AND SHAREDEALERS, have REMOVED from 2, Adam's-court, to No. 1, CUSHION COURT, OLD BROAD STREET, CITY, E.C.
Members of the Mining Exchange.—Bankers: London and Westminster, Lothbury.

MR. HENRY BULLEN, MINE SHAREDEALER, has REMOVED from 1, Pinner's-court, to 1, GREAT WINCHESTER STREET, LONDON, E.C.

MATTHEW GREENE, STOCK AND SHAREDEALER,
9, GRACECHURCH STREET, LONDON.

M. Greene's "Daily Mining Share Price List," in time for the evening mails (closing prices up to Four o'clock), post free on application.

M. Greene continues to recommend New Clifford, as being certain to prove a rich and profitable mine. See Capt. Joseph Michell's report in Mining Journal of this day.
Bankers: Imperial Bank.

JAMES HUME, 74, OLD BROAD STREET, LONDON, E.C.
Mr. Hume is in a position to recommend two selected mines, which are almost certain to advance at least 100 per cent in a few months. Particulars will be supplied.
J. Hume's "Circular" for June now ready, 6d. per copy; 5s. per annum.
Bankers: London Joint-Stock Bank.

MESSRS. BATSON AND SMITH are SELLERS of the FOLLOWING SHARES, FREE of COMMISSION:—

30 Bottle Hill, 10s.	15 East Russell, £4 3s. 9d.	3 Providence, £31 10s.
40 Bedol-Aur, 11s. 6d.	10 East Laxey, 35s.	25 Rosewarne Untd., 22s.
20 Carn Camborne, 27s.	5 East Lovell, £9⅞.	20 South Darren, 35s.
15 Camborne Vean, 10s.	10 East Caradon, £12⅞.	5 St. Ives Con. £11 10s.
20 Crenver Abraham, 10s.	15 Gt. Laxey, £20 12s. 6d.	10 So. Condurrow, £3 10s.
3 Carn Brea.	20 Gonamena, 27s.	20 South Grenville, 5s.
5 Clifford Amal., £26⅜.	7 Gt. So. Tolgus, £2 3s 9d	10 West Caradon, £9¾.
5 Cook's Kitchen, £8⅞.	5 Great Fortune, £3 15s.	20 West Gt. Work, 17s.
2 Dolcoath.	100 Gt. So. Chiver., 2s 10½	5 Wh. Grenville, £2 15s.
1 Devon Great Consols.	50 Kelly Bray, 7s.	10 Wheal Crebor, 35s.
20 E. Rosewarne, £2 6s 3d	50 North Basset, 15s.	1 West Basset, £83¼.
3 East Basset, £16¾.	70 North Minera, 7s. 6d.	50 Worthing, 18s.
10 E. Carn Brea, £6 7s 6d.	10 North Roskear, £15⅜.	

Before investing capital apply to Messrs. Batson and Smith for their list of Dividend and Progressive Mines.
29, Bishopsgate-street Within, London, E.C.

SHARES WANTED IN THE FOLLOWING MINES.
State lowest price:—

Trencrom.		Kitty (Lelant).
Bryntail.		Rosewarne United.

H. B. RYE.
Mining Offices, 77, Old Broad-street, and Mining Exchange, London, June 30, 1865.

SHARES FOR SALE of EVERY DESCRIPTION, at fair MARKET PRICES, and FREE of COMMISSION. Apply to Mr. William Bartlett, No. 2, Bucklersbury, or Mining Exchange, London, E.C. Business done for cash or the fortnightly settlement. References given and required.
Bankers: Alliance Bank.

MR. GEORGE BATTERS strongly recommends his friends to buy West Chiverton, Chiverton, Herodsfoot, South Caradon, Devon Great Consols, Great Wheal Vor, Wentworth Consols, and Sithney Wheal Metal for investment. These shares will pay good interest for money at present quotations.

Advertisements have recently been inserted in the columns of the Mining Journal by dealers who, having sold shares for forward delivery, endeavour to frighten timid holders in order to possess themselves of their shares to fulfil their contracts; this system has been adopted particularly against Great Wheal Vor, West Chiverton, and Chiverton shares, and I caution my friends against parting with their property, or giving credence to the unfounded assertions of interested parties.—76, Old Broad-street, London, E.C.

BRITISH AND FOREIGN INVESTMENT.—Mr. THOMAS SPARGO, 224, and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C., TRANSACTS EVERY DESCRIPTION of BUSINESS in the PURCHASE and SALE of SHARES in BANKS, CANALS, MINES, RAILWAYS, BRIDGES, INSURANCES, and ALL OTHER DESCRIPTIONS of BRITISH and FOREIGN STOCK.

Mr. Spargo has 20 years' experience of mining, ten of which he was engaged in practical mining, and ten years he has transacted business in mining shares and stock, at 224 and 225, Gresham House, Old Broad-street, City, E.C.
Bankers Bank of London.

THE DEVON CONSOLS TIN MINES (LATE HUNTINGDON MINE), FOR SALE, BY AUCTION.

MR. T. P. THOMAS has been favoured with instructions by the liquidator to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 6th day of July next, at One o'clock, in One Lot, and subject to the conditions which will be produced at the sale. All those VALUABLE TIN MINES and SETTS, known as the DEVON CONSOLS TIN MINES, situated in the Buckfast Moor, in the parishes of Dean Pryor and Lydford, in the county of Devon. Together with the BUILDINGS, MACHINERY, STORES, and MATERIALS, forming the whole of the plant and property of the Devon Consols Tin Mining Company (Limited) in, upon, and belonging to the said mines, comprising amongst other things TWO powerful WATER WHEELS, of 40-inch diameter, pumps, rods, &c. The property is held under leases at a royalty, and has been reported on by various mining engineers.

Full particulars and conditions of sale may be had on application to Messrs. James Taylor, Mason, and Taylor, solicitors, 15, Furnival's Inn, or to the auctioneer, 6, New Broad-street, London, when specimens of the tin may be seen.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 6, NEW BROAD STREET, LONDON, E.C.

MR. FRANCIS G. LANE, No. 2, ROYAL EXCHANGE, and MINING EXCHANGE, LONDON, E.C., has the following SHARES FOR SALE, free of commission:—

30 Bottle Hill, 12s.	50 Frontino and Bolivia, £2 3s. 6d.	45 S. Condurrow, £3 17s 6d
10 Bryn Gwiog, £16¾.	5 Gt. Wh. Vor, £31⅜.	25 Tolvadden, 34s. 9d.
20 Bedford United, 36s.	15 Great Laxey, £20⅜.	50 Redmoor, 6s. 3d.
5 Buller, £17.	20 Grylls Florence, 12s 6d	50 Snaefell (£1 fully paid), 19s. 6d.
5 Cargoll, £29¼.	15 Hingston Down, £2⅝.	40 St. Day United, 13s 3d.
10 Carn Camborne, 27s.	25 Hallenbeagle, £2 18s.	20 South Darren, 38s. 6d.
20 Chiverton, £1⅞.	30 Long Rake, 22s. 6d.	50 Santa Barbara, 10s. 6d.
10 Cook's Kitchen, £9¾.	4 Lelant Consols, £1¼.	25 St. Just United, 25s.
100 Cape Corn. (30s. paid), 25s.	20 Marke Valley, £4⅞.	30 Sortridge Consols, 2s.
20 Chiverton Moor, £3 2s.	20 N. Wh. Lovell, 21s. 6d.	35 South Caradon Wheal Hooper, 7s.
25 Drake Walls, 14s. 9d.	70 New W. Martha, 22s	5 Trencrom, £3¼.
20 East Vor, 20s. 9d.	15 North Roskear, £15 8 9	25 West Wh. Vor, 26s. 6d.
25 East Jane, 25s.	20 North Treskerby, £2 6s	30 Wheal Crebor, 35s. 3d.
35 East Russell, £4 2s.	20 North Minera, 7s. 3d.	15 Wheal Ludcott, 12s. 3d.
10 East Providence, 13s 9d	50 Pennant Slate, 22s. pm.	50 Worthing, 19s. 3d.
15 E. Carn Brea, £6 6 3	75 Prince of Wales, 1s.	30 Wheal Grenville, £2 16
10 East Caradon, £13½.	8 Rosewall Hill, 22s.	30 Wheal Union, 10s. 6d.
20 East Grenville, 58s. 9d.	20 Rosewarne Utd., 24s 9d	2 Wheal Hearle, 12s.
50 East Rosewarne, 52s.	40 Quebrada (£7 10s. pd.), £4 1s. 3d.	
5 Frank Mills, £7 18s 9d		

Parties of respectability can have transfers registered into their names previous to payment. Bankers: London and County Bank.

MR. J. B. REYNOLDS, STOCK AND SHAREDEALER, 3, CROWN COURT, OLD BROAD STREET, LONDON, E.C.

MR. T. ROSEWARNE, 81, OLD BROAD STREET, LONDON, E.C., has FOR SALE:—

Bedford United, 35s.	East Russell, £4⅛.	North Buller, 30s.
Bottle Hill, 11s.	Frank Mills, £7¾.	North Minera, 5s. 6d.
Central Minera, 35s.	Great Vor, £32.	North Robert, 5s. 6d.
Chiverton, £8⅝.	Great Busy, £3⅜.	New Birch Tor.
Clifford, £27½.	Great S. Chiverton, 3s.	North Shepherds, £5¼;
East Carn Brea, £6⅜.	Gawton, 20s.	South Condurrow, £3⅛.
East Rosewarne, £2 8s 9d	Hingston, £2¾.	Rosewarne United, 21s.
East Gunnislake, £1½.	Kelly Bray, 7s. 6d. (call paid).	North Chiverton, £2.
East Lovell, £10½.	Lady Bertha, 6s.	Trevenna.
East Grenville, £2¾.	Kitty (Lelant).	Tolvadden, £1⅞.
and is a BUYER of:—	Frontino & Bolivia, £2.	Trencrom.
Condurrow, £80.		East Russell, £3¾.

T. Rosewarne is in a position to recommend six mines safe for a great rise.
June 30, 1865. Bankers: Bank of London.

NOTICE TO SHAREHOLDERS.

NANGILES TIN AND COPPER MINE.—HENRY GOULD SHARP advises shareholders to ascertain the true position and prospects of this mine before selling. "Certain parties" are using their utmost endeavours, by unfair means, to knock down the price. Shares are quoted lower than they can be had for in some of the daily papers. They are privately offered to shareholders, for time on, at a less price than they can now be obtained for cash, provided they will only lend the shares they now hold for a month or so. This would enable the "bears" to sell the shares so lent, and thus force down the price. I trust shareholders will see the folly of such a step. All sorts of schemes and dodges are resorted to by "certain parties" to keep down the price of shares, not in Nangiles alone, but in several other mines. This dishonest and unprincipled system arises from dealers selling what they do not possess.

Henry Gould Sharp will have "Nangiles Mine" inspected next week by two disinterested practical mining authorities, and will forward copy of reports to any shareholder on application. Important improvements are shortly expected. The 107 fm. level looks as if it would come into a course of ore at any time in driving the end. The shaft will be down to the 119 fm. level next month; a short cross-cut will intersect the lode. Eventually this mine must become one of the best dividend paying properties in Cornwall. Shares are a good investment (not a speculation), and well worth buying.

WANTED TO PURCHASE:—

5 Providence.	15 Wheal Trelawny.	2 Herodsfoot.
20 Great Wheal Vor.	30 East Caradon.	20 Great Laxey.
25 Nangiles.	10 Clifford.	

Sellers will please state lowest price, and number, for cash.
32, Poultry, London, E.C., June 30, 1865.

MR. JOHN BATTERS, STOCK AND MINING SHAREBROKER, 13, THROGMORTON STREET, LONDON, E.C., recommends for immediate purchase Chiverton shares. This mine will soon be drained to the bottom level, when a great and important advance in the price of shares must take place. Full particulars given on application.
BUYER of Central Minera, North Dolcoath, and Chiverton.

MR. E. GOMPERS, MINING OFFICES,
3, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C.
BUSINESS TRANSACTED in BRITISH and FOREIGN STOCKS and SHARES.
Terms, 1¼ per cent.

P.S.—Upon certain previous occasions I have strongly recommended the sale of East Wheal Russel shares, and my advice has invariably proved correct. Now, I as strongly recommend the purchase of these shares, and those who follow this advice will find my information to be as correct as hitherto.
Bankers: London and Westminster Bank.

NOTICE OF REMOVAL.

JOSEPH J. REYNOLDS, Jun., has REMOVED from No. 57, Old Broad-street, to No. 18, UNION COURT, OLD BROAD STREET, LONDON, E.C.

RICHARDS BROTHERS,
MINE AGENCY OFFICES,
ABBEY MEAD, TAVISTOCK.

MESSRS. BREWIS AND LYNCH, 3, CROWN COURT, OLD BROAD STREET, LONDON, E.C., and NEWCASTLE-ON-TYNE.

Chiverton.—This mine will prove a success when unwatered, and we advise all to buy shares at once for great results. The mine will open out courses of silver-lead ore only surpassed by West Chiverton. Shares, £9⅜.
Bankers: National Bank, Old Broad-street, London.

THOSE MINING INVESTORS who have NOT RECEIVED a SECTIONAL PLAN of CHIVERTON MINE are REQUESTED to APPLY at once to Mr. EDWARD BREWIS, of the MINING EXCHANGE, LONDON, and NEWCASTLE-ON-TYNE. May be had free, personally or by letter.

CASHWELL.—These shares should be bought at once. The mine is making good profits, and daily improving, and must ere long become a great mine.—Brewis and Lynch, 3, Crown-court, Old Broad-street, London, and Newcastle-on-Tyne.

THE INVESTMENT, LOAN, AND FINANCE AGENCY.—Established for the purpose of effecting purchases and sales on commission in every description of Public Securities, and for affording the necessary precautionary information for the safe and profitable investment of capital.

The Loan and Finance Departments include the agency of Public Companies, Loans, Deposits, &c., and advances are negociated on Public Securities having a market value.
CHARLES PETERS, Secretary.
Offices, 12, Clement's-lane, Lombard-street, London, E.C.

Original Correspondence.

IMPROVEMENTS IN TIN DRESSING.

SIR,—In last week's Journal "D." thinks that a short description of the buddle recently introduced into this mine might be interesting to those engaged in mining operations. In order to form a correct opinion of our dressing-floors, however, an inspection of them would be far preferable, and leave for this would readily be granted, on application to the agents of the mine. In making my statement to the adventurers, at our last meeting, I did not intend to contrast the condition of our tin dressing with that of other mines, but only to show the saving that has been effected in this mine during the past two years, by the introduction of the new buddle, the reconstruction of the floors, and the various improvements in our dressing appliances generally—the new buddle, however, being the chief instrument in the saving of labour cost, and the more easy cleaning of the tin.

Dolcoath Mine, Camborne, June 27. CHARLES THOMAS.

COAL-CUTTING MACHINERY.

SIR,—The great objection, in my opinion, to most of the machines which have hitherto been introduced for cutting coal is their high price, the first cost of a machine being often greater than many of our smaller coal owners can well afford; I am, therefore, constructing a machine which I think from experiments will not cost as many shillings as its predecessors have cost pounds; this will allow the smaller coal owners to compete with their richer neighbours. It must be acknowledged by all practical men that the miner in baring coal spends a great deal of his strength in hacking and picking away—making good coal into slack simply because he cannot get the coal very well without it is undermined. Now, if a man could cut a groove two or three feet into the coal, and three inches wide, as he is laid on his side, and give the same number of strokes in a given time as a man rowing in a boat, it would be the best and cheapest machine that could be discovered, but that is impossible.

Now, my machine is simply this. Two men sit on the machine to work it, and imitate the action of two men rowing in a boat, by which means they are enabled to give out more power, and can cut the coal with more regularity than they could if laid on their side. The stroke of the men is assisted by the momentum of a fly-wheel, which is cast solid betwixt two of the arms; the wheel is so arranged that for one blow of the pick the fly-wheel makes two revolutions, and helps the pick through the coal. The machine is not heavy or cumbersome to resist the blows of the pick, stability being secured by locking the machine to the face of the coal. The kind of edge to be given to the pick is also a matter for consideration, and to this point I have given much attention. My machine will cut a groove 15 yards long and 2 ft. deep in one, and it is, at the same time, very simple, and not liable to get out of repair. GEORGE ALBERT MELLIN.

Smith-hill, Leeds.

METALLIFEROUS MINES BILL.

SIR,—It is a pleasure to an advocate to find that the arguments he brings forward have so far met with general approval as to induce him to continue his advocacy of the Metalliferous Mines Bill, for, although Lord Kinnaird has brought in another Bill, called No. 2, he adheres closely to the question of proper and safe ventilation in mines. We will now refer to the continuing paragraphs of the second section as to the general rules, which, though a little altered in the amended Bill, are in substance the same as No. 1, the whole of which I consider as very proper and applicable to the present state of mining, for how often do we hear of poor fellows being caught in the fly-wheel of the machinery and ground to death, which might easily be avoided if it were made compulsory for them to be properly fenced—witness the beneficial effect of such a clause in factories and other large works, where deaths and accidents were continually taking place; and why should mines be exempt from such a good law?

Again, with respect to the unprotected state of the old shafts and levels, abandoned and left open to the day, sometimes at the side of roads, in fields, and particularly on the mountains, into which persons and cattle often fall. Many cases of the kind have occurred within the last few years in Flintshire, Cardiganshire, and, I have no doubt, in Cornwall as well; and what remedy have the poor people (for it is not the rich man who suffers in this way) for the losses and injuries thus sustained, against companies which have become defunct, or left the country. They cannot fall on the county rates or even the poor rates for compensation, thus making the poor man poorer still; and where is he to look for protection if not to the Legislature, which is now, at the eleventh hour, disposed to do something for him? Surely, no objection can be raised to such a clause as this. Then what objection can be raised to the sixth paragraph, which enacts that every shaft used by the miners shall always be securely cased or lined, as a further protection to the workmen from being killed or otherwise injured by stones falling from the kibbles while ascending or descending the shaft? That plan I know is carried out in many mines, but not in all; therefore, no objection can be raised to this clause, making it compulsory in every instance to do so. The ninth paragraph is as beneficial as any in the Bill, for we all know the evil consequences to ourselves of continuing after a journey in wet or damp clothes, and if so injurious to non-working men, what must it be to men who, in some instances, are for hours working with water constantly dropping on them, or in clothes wet from perspiration from working in confined air, then coming suddenly into the cold mountain air, and there being no place provided for changing (consequently, no dry clothes are brought to the mine), and in that state compelled to walk home, be the distance ever so great or little? I ask any director of a mine if he can expect to get an honest eight hours' work out of that man? I say, decidedly not; the man cannot do it, for Nature herself will break down, and what is the result?—sickness, poverty, the workhouse, burden on the poor rates, or an early death; therefore, I am decidedly in favour of all the clauses relating to the general rules as now laid down in Bill No. 2. CYMRO.

CORPORIFICATION OF GOLD.

SIR,—Since gold mining has become so universal, it cannot be disproved that the knowledge required to discover any auriferous location depends as much on practical observation as on scientific deductions. Nevertheless, it is the duty of true science to point out the most profitable modes to collect the precious dust; not only as to where the virgin metals can be found, but where the rich congenials abound in any of their transmutable states, as gold, like everything else that is earthy, undergoes certain transitions ere it gets permanently granulated in solid quartz, or what not. In fact, quartz is the natural earthy matrix for gold; for even where fine dust, or large nuggets, are found isolated, they were mostly carried there by torrential disruptions of the original veins transmoving the primitial deposits, and that often to where the most scientific *savans* cannot account for; particularly when embedded in what some geologists denominate secondary minerals—as lime, slate, coal, &c.; and yet these numerous finds give undisputed proof that such solid neotericks could only have been so formed from some primevous affinities in transitu. Hence any lode that contains a few grains of visible metal will in general pay for working, provided it is scientifically manipulated, as the very fact of any native solids being there located gives ocular proofs that its primary molecules must be there also in some form or other; as metals, like minerals, vegetables, or other indigenous productions, are never engendered in isolated existences. And the reason why in some places so few specks of visible metal can be seen, is that the sulphur, arsenic, and other earthy salts which such localities contain, were too abundant for any transient metal to more generally solidify. Therefore, its essentials were forced to incorporate with the local sulphurets, or what not. Yet, strictly speaking, there is no such a compound as a true sulphide of gold, because gold and sulphur will not naturally combine, without the presence of some other ingredient. Hence all golden sulphurets ought to be called sulphuretted gold, and not a sulphide, as no native sulphuret can ever contain 1 per cent. of gold; and yet in auriferous regions there is scarce a sulphuret of lead, copper, zinc, iron, &c., but what contains more or less of the precious metals, particularly the first, but which can only be profitably separated by the smelter. Except in lodes where there exists any superabundancy of the rich essentials in mundics, or what not, which when highly charged with aurifodina ought to be picked out from the ordinary stuff, to be crushed by itself, preparatory to immersing the pulveruient matter in a chemical solvent, that will only attack the metalliferous atoms; but by no means attempt to drive off the arsenic or sulphur by open heat, for such is the divisibility of the small value of gold incarcerated, that most of it would etheralise, because it hath not yet been in any dense state, so that it is perfectly capable of being recovered in any concentrated sublimation to undergo the liquid process of setting the surplur, arsenic, &c., free, by retaining the golden etherials sufficient for the crucible.

To open auriferous lodes, merely to depend on gathering a certain quantity of ready-made metal is not science, but chance. True science is to intimately associate the local invisibles to some tangible form, but whether such conversions will amply satisfy the operator depends on so many contingencies, only general practical results can certify. And to prove that the principle was applicable to large operations, in June, 1861, I began to patent my process of congregating invisible gold: I, however, never gave up the recipe for perfecting the solution, as soon as I found that to patent a chemical discovery was only to publish the process, without any benefit to the discoverer, but to benefit those who have the means to apply it, by merely adopting some pretended improvement: whereas several years have since elapsed, and no one appears to have the least idea of my mode of re-incorporating the precious metals by any antithetic corpusculation. But if any chemist or metallurgist knows any just cause or impediment why gold in combination with native sulphur, arsenic, silica, chlorine, or what not, cannot be disjoined, let them speak out—only what they have themselves realised or failed to perform, as only one fair practical assay is worth more to miners than all the theoritical essays ever written. And as a hint, chloritic quartz is richer in invisible gold than any other, unless its green colour hath been imparted by manganese. Take separate pieces of green, red, and white quartz from any known auriated vein, and operate upon them singly, by dissolving the levigated stone, and drawing off the supernatant fluid, so that its natural colouring matter can be precipitated and dried, when it will most probably be found to contain a portion of gold, with iron, manganese, &c. However, having collected the liquified chloride of gold in a small compass, heat will corporificate it, as Nature designed.

In respect to any white quartz, such samples seldom or ever contain gold in any other state than metallic filaments or grains, embedded in the solid silica. Thus showing the solid metal was deposited when the silica was in a semi-fluid state. The same, again, with all reddish quartz, whose colouring pigment was merely either a solution of iron or iron and gold; as so antagonistic are those metals that they often neutralise themselves. In California, Australia, and in Wales I have split open rocks, and found thin layers of purple, brown, or reddish powders, which have often proved to be an oxide of gold and iron, mutually precipitated in the laboratory of Nature's workings. Hence wherever such earths are congregated they should be selected and sorted for dissolution by themselves, and in doing so it would be worth while to calcine all silicates of gold (but not the sulphurets) previous to crushing the ore, as the infinitesimal particles can only be fully recovered by an impalpable separation of the minerals' cohesion. But for extracting gold by any mercurial contact, there is but little need to crush the dirt finer than small shot. In short, it is often both loss of time and gold to impalpably crush every rock in a vein, merely because a few stones have exhibited specks of the glittering prize.

In short, every mining captain ought to have some idea of the working value of every auriferous spot in his daily observation, as if it were copper, lead, or other ore, and not operate largely on all stuff indiscriminately, in hopes of getting a few stray spangles, unless the indications are so tempting as to induce an unprofitable outlay for a reasonable time. Not that miners are to give up any farther searching of their setts the instant they find no assets come forth. It is professional knowledge and not fickle hope that proves most profitable in the end. Consequently, from the various samples I have carefully assayed these last few months, I feel as confident as ever that it is not the scarcity of rich materials, but the system adopted, that causes so many Welsh and other gold mines to be unprofitable to the workers.

Surely grass naturalised to wool may be considered as profitable to gather as to seek for ready-made cloth; then ought not the natural materials for manufacturing solid gold to be as useful as the ready-made metal? When men have science enough to make an useful metal out of crude clay, do they believe the atomic equivalents of such metal to be in the dirt before manipulation begins, or were only some of the natural ingredients entombed, and the others imparted by art to cause solidification, &c.? Then so may the elements of gold be found in certain earths ready for nature or art to create such contact as will enable molecular cohesion to ensue, in accordance with Nature's laws; for if gold only existed in nature in solid forms, then Nature's laws are limited to their first effects, and her most valuable productions brought to perfection before elementary progression began; whereas gold, like everything else on earth, is ever in course of formation to perpetuate its existence. Not that any metal grows from a wee speck to a dense mass: on the contrary, gold once metallised becomes a permanent *multum in parvo*, incapable of increasing its density. Not so its primogenitive—so universally dispersed, and in some places not only more abundant than others, but so far advanced as to be only waiting for some moving power to generate molecular attraction, which may be either by electric action, chemical conversion, or any artificial agency sufficient to induce final solidification.

In fact, there are many localities so richly impregnated with the elements of gold that would well repay the first outlay. Hence the time must come when more solid gold will be realised from unmetallised essentials than from the perfected metal: at least, such is the prophecy of— G. F. GOBLE, M.E.

MINING IN IRELAND—ROARING WATER MINE.

SIR,—In justice to the public, and especially those connected with mines in the county of Cork, I beg you will insert these few remarks. Sometime in the year 1862 there was a prospectus issued of the Roaring Water Mine, in the county of Cork, Ireland. It was described as being a valuable property, and easily developed. Many parties were induced to become shareholders therein; but a considerable portion of the shares remained unallotted. Operations were, however, commenced (allowing only half the reports to be true) under the most favourable auspices. From that time to the present, judging from the manager's reports published weekly in the Journal, it has been the most productive mine in this district. About three months since a letter appeared in the Journal from your Cork correspondent, announcing the gratifying intelligence that there was a cargo of ore awaiting shipment at the Roaring Water Mine, which would vie with the produce of Chili and Cuba, being far superior to anything raised in this kingdom. This, of course, was readily believed by many who, not knowing the real facts of the case, had placed implicit confidence in the manager's elaborate reports and assays for gold, silver, &c., which have so often appeared in your columns. Two months since a vessel was chartered, and about 30 tons of ore, the produce of nearly three years, was sent to Swansea, which at the last sale realised but 3*l.* 17*s.* per ton—or less than 90*l.* for the whole,—and I now ask where is the gold and silver producing ore so often spoken of in the Journal? WILLIAM HOCKING.

RAILWAY ACCIDENTS, AND RAILWAY BRAKES.

In connection with railway travelling there is certainly no minor contrivance of greater importance than the brake, and in providing against accidents it may fairly be considered as second only to the engine itself; since, however perfect may be the system of signalling, or however great may be the precautions taken, the brake must frequently be called into requisition in order that the signals or precautions may be at once attended to by those on the train. All who have given any attention to railway matters must have noticed that there are two very opposite cases in which a train in motion requires to be brought to a stand—upon arriving at a station, and upon the meeting with any unexpected obstacle upon those portions of the line where the train is progressing at its usual high speed. For stopping at stations the brakes at present in use have generally been considered ample for all practical purposes, since it has simply been necessary, in order to bring up the train at the required time, to turn off the steam a few seconds sooner, and apply the brakes a little earlier, than would be done were the most efficient brakes that could be devised employed. Where the stations are some distance from each other the trifling additional delay in stopping is so little noticed, that the objection becomes unworthy of consideration; but in short and much-used local lines it is admitted to be of the greatest importance that the engine should be able to pick-up its speed as quickly as possible upon leaving a station, and that the facilities for stopping should be so great that the train may be enable to run close in at full speed. The increased economy secured, and to be secured by these means, are greater than those unacquainted with the subject are willing to acknowledge, and affect materially the dividends available for the shareholders. Many of the engines at work upon the Metropolitan (Underground) Railway have a greater facility for picking-up speed than any with which we have travelled, the train being, indeed, almost at the maximum speed before the last carriage has left the platform—with equal facilities for stopping there would be but little to desire; and the journey between Paddington and Farringdon-street would certainly be performed in from one to two minutes less time.

Now, the stoppage of trains upon such lines as these might be made as rapidly as is necessary in the avoidance of an unexpected obstacle, and it cannot be doubted that in each case the desideratum is to avoid concussion of any kind, and to stop the train instantaneously. The only brake yet introduced claiming to accomplish both these objects at once is that of Mr. Charles Boutet, of Bloomsbury-square, to which reference has upon several occasions been made in the *Mining Journal*, and which is generally admitted to be the most efficient; but as the public are calling loudly for increased security for railway travellers, it is absolutely desirable that the relative efficiency of the several brakes which have been brought forward should be definitely ascertained, and the most reliable generally adopted by railway companies. With regard to Mr. Boutet's brake, it has undoubtedly the recommendation of being able to stop the train with unexampled rapidity and freedom from jolting, as well as in an exceedingly short distance—less than the length of the train itself; whilst the cost of the brake complete being only about 5*l.*, is another great point in its favour.

IMPROVED ANTI-FRICTION RAILWAY BRAKE.

Each separate accident which unfortunately happens upon a railway has the effect of awakening the philanthrophy of some kind-hearted inventor, and inducing him to bring forward for the public good some novel and ingenious arrangement for preventing the recurrence of similar casualties, and by this means many remarkable inventions are introduced to the notice of practical men. Amongst the most recent patents brought forward is that of Mr. Shaw, which was carefully described at a public meeting, specially convened for the purpose, at the London Tavern, Bishopsgate, on Tuesday, in anticipation to the formation of a company, with a capital of 40,000*l.*, in shares of 10*l.* each, for purchasing and carrying out the invention. Mr. Shaw maintains that at the present time a train cannot be stopped when travelling at the rate of 50 miles an hour in less than 450 yards, and claims that by the application of his improved ant-ifriction principle the same object can be attained in 150 yards, while the new principle has the additional advantage that the entire power of stopping the train, or, more correctly, the entire power possessed by the new brake, would be placed in the hands of the engine-driver, instead of being distributed as at present throughout the train. The inventor's "confidence in its success is very great, and from his practical knowledge of mechanics, he feels certain that as soon as his principle is demonstrated it will be acknowledged as correct," and there are few who will not anxiously look forward to the demonstration affording an evidence of the correctness of his views, and in the meantime wish him every success.

The invention is so extremely simple that, described in ordinary mechanical language, its nature will be at once understood by practical men. In place of the ordinary brake-blocks, Mr. Shaw proposes to employ anti-friction wheels, acting upon the peripheries of the wheels of the carriage to which the brake is to be applied, and upon the axle of the anti-friction wheels he places a "fly," or fan, similar to that used in a clock or musical box. When the train is travelling in the ordinary manner the anti-friction wheels fall free from the peripheries of the running wheels, and the progress of the train is not interfered with; but in the event of the engine-driver perceiving danger, he at once proceeds to stop his engine, and the buffers being thus pressed together, levers are caused to press the anti-friction wheels against the running-wheels, and the "fly" is at once set in motion. It will be obvious that the force of the new brakes will be equal to that of those at present in use (assuming them to be operated by the pressure produced by the contact of the buffers in the stoppage), minus the friction existing when the ordinary brake-block is employed, but almost entirely absent in the improved arrangement. It should be especially considered that the "fly" has no effect whatever in stopping the wheel, inasmuch as it is the running wheel which gives the motion to the "fly," so that no increase of resistance in the turning of it has any appreciable effect in increasing the braking power of the anti-friction wheel. It is proposed to apply the brakes to every pair of wheels throughout the train, except those of the engine and tender, which will be furnished with those of the present construction, that the train may not be entirely without retarding power, which is necessary to cause the buffers to press together.

As Mr. Shaw considers that some inconvenience might be felt from the dust created by the rapid revolutions of the "flies" beneath the carriages, he has provided in his specification for encasing them in a cylinder, by which he thinks the objection would be remedied. The inventor expresses his intention of obtaining the permission of the directors of one of the railway companies to apply the contrivance upon a carriage in actual use; we, therefore, refrain until after the practical test from expressing a more decided opinion upon the invention. Reference having been made at the meeting in question to the invention of Mr. Coles, the truss maker, patented in 1835, and Mr. Shaw's invention having been regarded as a plagiarism, it is but fair to both parties to state that their ideas do not clash, for, although the arrangement of the parts is not essentially different, the objects were totally so—Mr. Coles claiming to facilitate the revolution of the running-wheels, and Mr. Shaw claiming to stop them; so that, although both may have used the same means, the inventions cannot be considered identical, seeing that the objects sought were diametrically opposed to each other.

CATECHISM OF THE STEAM-ENGINE.

The admirable work bearing this title* is already almost universally known, its vast importance to students having secured it probably more extensive patronage than any other elementary work upon steam-engines which has been published. The great fault with most of the treatises intended to have been of a similar character is that it has been presumed that the youngest student in mechanical science has so perfect an acquaintance with pure mathematics as to be enabled to appreciate statements made in mathematical language, and in the most abstruse and uninteresting style. It is from the fact of his mode of teaching being precisely the reverse of this that Mr. Bourne's Catechism of the Steam-Engine has been so well received as to reach the eleventh edition. Mr. Bourne, with a skill which comparatively few teachers possess, carefully and gradually leads the student from that which he knows to that which he desires to know, instead of assuming that the pupil is already able to comprehend the most delicate niceties of the science as readily as the teacher. The nature of the improvements to be found in the new edition cannot be more perfectly explained than it has been by Mr. Bourne himself, when he remarks that as the work, while descending to the appreciation of the tyro, pretends to rise to the level of the knowledge of the most proficient practitioner, it is quite indispensable, in order to justify this pretension, that it shall give the information of to-day rather than the information of yesterday, and he has spared no pains to realise this condition of continued appreciation and authority. The present edition has not only been revised throughout, but has been enriched by an elaborate introduction, of some 250 pages, in which ample descriptions and illustrations are given of all the most practical and approved modifications which have been introduced up to the present time.

As the chief of the recent contrivances in connection with boilers, engines, pumps, steam-hammers, locomotives, &c., are given, and as these include many contrivances arranged to meet exceptional cases and special uses, it may fairly be assumed that many who do not exactly come under the category of engineering students may derive a large amount of advantage from the perusal of the work. Thus, we have a description and diagram of the locomotive for running upon ice, constructed by Messrs. Neilson, of Glasgow, which is worthy of notice amongst the numerous special arrangements. It is reported to have been successfully employed in conveying goods and passengers on the Neva, between St. Petersburg and Cronstadt, during the winter months. The front part of the engine rests on a sledge, which is capable of being moved round a centre by a pinion gearing into a segment, and worked by a steering-wheel in front, which gives motion to an endless screw-gearing, with a suitable wheel, which turns round the spindle of the pinion with great force, and by swivelling the sledge—which, however, would be better done by a small engine—the machine is steered. The after-part of the engine rests upon two driving-wheels, 5 ft. in diameter, the peripheries of which are studded with steel spikes to grip the ice. The cylinders are of 10 in. diameter, and 22 in. stroke. The weight of the engine is 12 tons, and it realises a speed a speed of 18 miles an hour. The descriptions of this character are almost innumerable, but this one will suffice to show the interesting and lucid manner in which they are given, and to demonstrate that there are ample details for general purposes.

The volume should be in the hands of every young engineer, whether connected with mines, mills, steam navigation, or railways, since the vast amount of sound practical instruction it contains cannot elsewhere be obtained, either as speedily or as cheaply.

* "A Catechism of the Steam-Engine, in its various Applications to Mines, Mills, Steam Navigation, Railways, and Agriculture; with Practical Instructions for the Manufacture and Management of Engines of every class. To which is prefixed an Introduction, descriptive of all recent Improvements." By JOHN BOURNE, C.E., &c. New edition. London: Longman, Green, Longman, Roberts, and Green, 1865.

MILLWRIGHTS' AND ENGINEERS' MEMORANDA.—Under the title of "The Practical Millwrights' and Engineers' Ready Reckoner; or Tables for Finding the Diameter and Power of Cog-Wheels; Diameter, Weight, and Power of Shafts; Diameter and Strength of Bolts," &c., Mr. THOMAS DIXON has just published (through Messrs. Spon, of Bucklersbury) a very useful series of tables, comprising precisely those which the practical man would most desire at his fingers' ends. The tables, which are amply elaborate for all practical purposes, are twelve in number, and comprise respectively—Diameter and Power of Wheels; Diameter, Weight, and power of Shafts; Multipliers for Steam used expansively; Diameters and Strengths of Bolts; Size and Weight of Hexagonal Nuts; Speed of Governors for Steam Engines; Contents of Pump Working Barrels; Circumferences and Areas of Circles; Weight of Boiler-Plates; and Comparative Tables of French and English Weights and Measures. The book is rendered particularly valuable by the care which has been taken so to compile them, that those intended to be used in connection with each other may be employed without the necessity for additional calculation. The book is well printed, and, judging from a few test calculations made, may be relied upon for accuracy.

PURIFICATION OF RIVER WATER FROM TOWN SEWAGE.—An interesting pamphlet, in refutation of the declaration that water once contaminated with sewage cannot afterwards be purified sufficiently to be applicable for culinary purposes, has been issued through Mr. Stanford, of Charing-cross. The pamphlet is professedly written with reference to the allegations of a measure introduced to the House of Commons during the present session by Lord Robert Montagu, to prevent the influx of town drainage into rivers, on the plea that the water of such rivers cannot thereafter be purified. The author, Mr. THOMAS SPENCER, F.C.S. and Ch. E., has evidently studied the subject deeply, and has given an clear elucidation of the ozonisation process as has yet appeared. The object in view is to destroy organic matter, and it is shown how easily this may be effected by the author's patent magnetic carbide, several instances of his successful treatment of impure, and even permanently chalybeate, water being given in proof of his statements. The book is well worthy of perusal.

SECOND-CLASS BRANCH RAILWAYS.—The second edition of Mr. David Jones's pamplet upon this subject has just been issued, through Mr. F. Farrah, of the Strand. Mr. Jones feels confident that these railways, which can be cheaply constructed and cheaply worked, may be made highly remunerative. To carry on the project nothing is required but the co-operation of the landowners of the respective districts through which they may run. Land is not asked for below its present value, but it is proposed that 20 years' purchase should be the maximum. It is proposed to run a few trains per day each way, which will bring in a revenue of 7*l.* or 8*l.* per mile per week. He says that of all railway schemes now projected none can be called a safe investment, owing to competition in trade and rivalry in railways, or too much capital expended where only a small revenue can be derived. But all schemes where capital is expended to benefit the owners of the soil, inasmuch as they will tend to give employment to the working classes, who in their turn increase the cultivation of the land, and the demand for its produce. By means of second-class railways land which is now unproductive can be made valuable, and the capital expended remunerative. He proposes that the Legislature should pass one and the same Act of Parliament for making all branch or second-class railways, each to lead to a main line. Should Parliament grant such an Act, and leave the branch railway companies and landowners to decide where and how they are to be made, it would be to the community at large one of the greatest boons. Mr. Jones's pamphlet should be read by all interested in improving the value of land, or in providing improved means of transit without interfering with the rights of anyone, whilst securing some advantage to all.

ELEVATOR FOR MINES.—Messrs. Alison and John Shaw have patented an improved elevator for raising water and minerals from collieries and mines. A cylinder or tube is placed in the shaft, which rises a few feet above the top of the shaft, and a few feet below the bottom of the mine; in this cylinder a double-headed piston works, and between the two heads is fixed a movable receiver, which contains the mineral or water to be raised. The load is raised by forcing air below the under piston only, or by forcing below and exhausting above.

IMPROVED FURNACES.—We made reference some time since to an improved furnace, in which fire-bars were dispensed with, invented by Mr. R. B. Wilson, and some further modifications, designed by Messrs. Wilson and De Bergne, have now been proposed. The improvement consists in constructing such furnaces with a closed top or cover over the fuel chamber, or with a top or cover which may be closed or opened at will, and further in constructing such furnaces with a closed top or cover, in combination or otherwise with an inclined bottom to the hearth or to an air passage thereto, or to both of them, the inclination or position being such as to direct the draught in a somewhat rising, or upward as well as forward, current towards the flue or orifice of the exit. The current through the furnace may be induced by a chimney or otherwise, and doors or openings are to be provided for removing the ashes or examining the condition of the furnace, and sometimes air is introduced at or near the bottom. When great intensity is required the furnace may be built with fuel chambers around a chamber in which the operations of the furnace may be conducted, and delivering their gases into it, the situation of which fuel chambers on plan may be on the sides of a triangle or of a square or other figure, or the fuel chambers may be opposite to each other, or the fuel chamber curved on plan or otherwise, or they may be opposite to be conducted, the gases passing any way that will not interfere with the operations to be conducted, the gases passing off either at the top or through one or any convenient number of flues, to keep clear of which the number and disposition of the fuel chambers must be arranged to suit any particular case.

MACHINE FOR CUTTING SHEET METAL.—Mr. H. Low, of Waukon, Iowa, has patented an invention which consists in the use of two pairs of shears adjustable for any desired bevel and length, and applied in combination with a treadle or other suitable mechanism, in such a manner that the bevel end from curved pieces of sheet metal can be cut with little loss of time, with perfect accuracy; it consists, further, in the application of adjustible gages in combination with the adjustable shears, in such a manner that the apparatus can be readily set for pieces of sheet metal of any desired width; it consists, finally, in providing the shears with crooks in the cutting edges, fitting one another in such position that by their action the pieces of sheet metal are notched at the same time the bevel ends are cut off, and each piece, when taken from the shears, is ready for soldering without requiring any further preparation.

CUTTING SLATE, MARBLE, OR STONE.—The improved machinery or apparatus for this purpose provisionally specified by Mr. James Clarke, of Manchester, relates to a novel construction of apparatus whereby blocks of these substances can be cut up with greater facility and speed than heretofore. To this end he employs a series of rotating cutters or circular saws, which are mounted one behind the other in such a manner that their cutting edges act on different planes. The saws are made to cut either upwards or downwards, and the block to be operated upon may be placed on a travelling table, and by causing the latter to move forward the block will be brought under the operation of the rotating tool or cutters.

PREVENTING INCRUSTATION OF STEAM-BOILERS.—Mr. Wm. Irwin, of Limerick, proposes to mix 6 lbs. of ochre with a gallon of water, and put the mixture into a boiler, 17 ft. by 5 ft., to prevent incrustation. In carrying out the patent the inventor employs ochres of various colours—yellow, purple, brown, to suit the eye and taste of the man under whose charge the boiler is placed. A combination of blue with yellow produces a characteristic effect.

ON WIRE-ROPES, FOR MINING.

Mr. G. C. GREENWELL, F.G.S., read a very important paper, before the Manchester Geological Society, on Wire-Ropes. In most of the colliery districts, both in Great Britain and on the Continent, wire-ropes are used for lowering into and raising from the mines the workpeople employed therein, as well as for bringing the coal to the surface. This description of rope, which has already been in use on the Continent, was introduced into this country about 25 years ago, and although, like everything new, it was at first looked upon with great distrust, it has, like everything good, eventually obtained general approval and use. The immediate predecessor of the wire-rope for colliery winding was the flat hemp rope, consisting sometimes of four and sometimes of six ropes, laid side by side and stitched together; and this form of hemp rope was the successor of the round hemp rope, used, within the memory of the writer, to draw coals in the North of England. The flat hemp rope was first introduced to put an end to the whirling about of the load which resulted from the use of the round rope, before the era of guides or conductors in shafts; and after this last great improvement in mining economy the flat rope was retained, on account of the advantage which the comparatively small diameter of the first coil, and the increasing diameter as the load ascended the shaft, was found to afford to the winding engine. The first form of wire-rope used in collieries for winding up shafts was flat, in order in some degree, I suppose, to retain the advantage to the winding engine above referred to, and also probably, as far as possible, to enable the same rope drums to be retained without alteration. The thinness, however, of the flat wire, as compared with the flat hemp rope, diminished materially the advantage to the engine gained by the alteration in diameter of the rope roll as the rope coiled on or off. Another reason for the application of flat ropes might also be traced to the general nearness of the winding-engines to the shafts. Be this as it may, it was, as nearly as I can now recollect, seven or eight years after the introduction of wire-ropes* that round wire-ropes were used in winding shafts, and even yet some mining engineers are found to give the preference to flat.

For a reason already given—the nearness of the winding-engine to the shaft—there are many cases where round wire-ropes are almost inapplicable. While on this subject I may, however, say that I have in some cases, where the engine is near to the pit, arranged for the round rope to coil upon itself, in one case with somewhat heavy loads and quick winding; in this case the cage with two tubs of coal weighed about 30 cwts., the rope weighed 14 lbs. to the fathom, and the depth of the pit was about 170 fms.; the drum was 13¼ ft. in diameter, the engine had two 26 in. horizontal cylinders, first motion. In those cases where this coiling on is practised, it might naturally be expected that, as the rope coiled against the plate or shillboard of the drum, it would grip between the last coil and the plate, and so soon exhibit fraying or grinding at this place. Such, however, is not the fact in my experience. I have found that ropes treated in this manner always did their fair amount of duty.

Many years ago the writer saw a spiral drum, in the old round hemp rope times, and now there is partially introduced an extension of this plan, applicable to round wire-ropes, the object being to give to round ropes certain flat rope advantages. Theoretically the idea is undoubtedly right; the practical value of the result will be a simple matter of pounds, shillings, and pence.

I shall now give a few instances comparative of the costs of flat and round wire-ropes, and I give these from instances under my knowledge, where the near approximation in the depths of pits and periods of observation gives a fair basis for comparison.

1.—Depth of shaft, 73 fms.; flat wire-rope, 18 lbs. to the fm.; coal lifted, 17 cwts.; price of rope, 70s. per cwt.; cost per ton of coal, ·211d.

2.—Depth of shaft and weight lifted same as last; flat wire-rope, 20 lbs. per fm.; price of rope, 70s. per cwt.; cost per ton of coal, ·252d.

3.—Shaft and weight as above; round wire-rope, 15 lbs. per fm.; price of rope, 56s. per cwt.; cost per ton of coal, ·083d.

4.—Depth of shaft, 83 fms.; round wire-rope, 8 lbs. per fm.; coal lifted, 6 cwts.; price of rope, 56s. per cwt.; cost per ton of coal, ·143d.

5.—Depth of shaft, 90 fms.; round wire-rope, 15 lbs. per fm.; coal lifted, 17 cwts.; price of rope, 56. per cwt.; cost per ton of coal, ·099d.

The average of the above gives as the cost per ton of coal for flat wire-ropes ·231d., and for round ·108d. It will be observed that since the above data were obtained a large reduction has been made in the price of wire-ropes; assuming (what I have no reason to question) that the quality and durability of the ropes are equal to what they were at that time, the cost per ton of coal would be reduced to ·158d. for flat, and ·069d. for round ropes for such depths as above.

I shall now proceed to make a few observations upon the working loads of pit ropes, a subject in my opinion deserving of a much greater amount of attention than it has hitherto received, and the more especially when we take into consideration the already great and continually increasing depth of our coal shafts. The usual calculation for the adaptation of the size of a wire-rope to a given working load is to divide the weight in cwts. at the pulley, when the full cage is leaving the pit bottom, by four in the case of flat, and by five in the case of round ropes, the quotient in each case giving the size of the rope in pounds weight per fm. Thus, suppose the depth of a pit from the pulley to the bottom to be 100 fms., the weight of the cage and full tubs 50 cwts. We should multiply the weight of the rope in pounds by 100 (the number of fathoms), and divide the result by 112; to the quotient we should add 50 (the number of cwts.), and, assuming the rope to be a round one, should divide by five, which would give us 12·18 lbs. per fm. The reason for making this difference between flat and round ropes is obvious, and I rather feel inclined to doubt if sufficient difference is made. There is, in the first place, allowance to be made for the weight of wire used in the stitching, which is no contributor to the strength of the rope, but the reverse, being of itself so much dead weight thrown upon the strands; and in the second, what is of still more consequence, there is the great difficulty to be surmounted of getting the strain exactly and equally distributed over each of the ropes sewed together. I have known instances of flat wire-ropes breaking unaccountably when almost new, and am much inclined to attribute this to the cause last named. There is, however, an element in the calculation of the strength of ropes which does not seem to have been taken into account, but which I think is of sufficient importance to deserve mention in this paper. We will suppose a case in which the working load has been required to be drawn up the shaft at double its former speed, and that, for the purpose, an engine of the necessary increased power has been applied; we have here the working load the same as before, and therefore, in accordance with present practice, we would made no alteration in our ropes, forgetting apparently that whereas we formerly had (say) 50 horses tugging at them, we now perhaps have 150. Under ordinary circumstances, when the cage in the shaft has attained its full speed, there is probably only the additional friction added to the strain on the rope when the speed is high as compared with when it is low; but from the lift up to the time when the maximum speed is attained (which is precisely when almost all wire-ropes break), there is, of course, a far greater strain put upon the rope by the increase in the size of the engine. Also, in case of any irregularity in the guides, whereby the cage is impeded, the whole additional power of the engine is brought to bear upon the rope.

I am not prepared to give an opinion as to the exact degree in which this element should be considered, but having introduced it, it may, perhaps, by rope makers be thought worth attention. If we could rely upon perfect uniformity in the composition of the wire of which ropes are made, my impression is that they might with advantage be used considerably lighter than they are; and that it is to the great margin that exists between the breaking strain and the working load we are to attribute the want of a more scientific adjustment of the rope to the load.

From much observation of the performances of wire-ropes at different collieries, I am under a strong belief that time rather than strain is the great enemy they have to contend with; and I think the experience of others will bear out the fact that any wire-rope will, during its service, wind a very much larger quantity if the daily quantity is large than if it is small. From one to two years may (with few exceptions) be taken as the term of duration of pit ropes, whether they draw 400 tons per rope per day, or whether they draw only 100.

Is this deterioration produced by time to be attributed to rusting of the wire, or to a crystallisation produced by its motion over the pulley and drum, or to some natural tendency, not yet accounted for, of iron to become crystalline? If produced by the first process, it is clear that a careful oiling of the rope will, to a certain extent, prove a remedy. If by the second, the durability of the rope would be proportioned to the amount of work performed, which is not the case. The third process is, I think, the principal cause of deterioration, although it may very possibly be aided by the other two, for I have frequently observed that the wire of an old rope has lost much of its flexibility and toughness, and become comparatively brittle. As bearing upon this point, it would be very interesting to know if this tendency to crystallisation exhibits itself in wire-ropes not subjected to motion, such as, for instance, are used in suspension bridges.

If, as has been already stated, it is correct to estimate 5 cwts. as the working load of a wire-rope weighing 1 lb. per fm., it is clear that to the end of 5 cwts. of such a rope no working load can be safely appended; and the length of such a rope would be 560 fms., and the same holds true of any size of rope. From this we arrive at the following results, viz.:—That the working load of any rope is the weight of the difference between its length and 560 fms.; for instance, that the working load at the depth of 100 fathoms would be 460 times the weight of the rope in pounds per fm. We have ropes working in shafts 300 fms. in depth; and supposing such ropes to weigh 15 lbs. to the fathom, the working load should not exceed 260 × 15=3900 lbs., or 35 cwts. This points very forcibly to the substitution, at great depths, of steel for iron wire-ropes, and to the growing necessity there thus becomes for great attention to the production of a steel wire-rope of more reliable character than that yet manufactured.

I have not much experience in steel wire-ropes; the only important one which I have used was employed in working an underground engine bank, by means of an engine at the surface; in this case the depth of the pit was 240 fms., the plane was 400 yards long, dipping other 90 fms. from the shaft down to the face. This rope was, however, quite satisfactory, and if one rope can be made good no doubt equal care would make all equally so. For pits, the depth of which exceeds 150 fms., the ropes on the Continent are tapered. The want of elasticity of wire-ropes renders ample power in the machinery absolutely necessary, for when the engine is weak in proportion to the load to be raised it (particularly in the case of single-cylindered engines) is impossible, without starting the engine quickly, to get over the centre; this, therefore, points to the superiority of double-cylindered engines for wire-ropes. Many attempts have been made to apply springs to wire-ropes, but most of them hitherto have been unsuccessful. The volute steel, and the India-rubber spring, have both been applied to the end of the rope next to the cage, but they are only of use as regards the load itself at the start. A spring, to be of real use, should have its influence not only over the mere cage and coals, but over everything lifted or strained by the engine from the drum to the bottom of the pit. This requirement is beautifully fulfilled at the Chauffeur Pit of the Compagnie d'Anzin, near Valenciennes, the depth of which is 350 fms., by an arrangement which I went up the pulleys to examine. The pulleys there are suspended from inverted coach springs, which give a considerable amount of vertical play, but the utmost required seemed to be about 6 in.; this, of course, is equal to 12 in. upon the rope, and is, as before stated to be requisite, equally distributed over the whole length of the rope; upon this spring every stroke of the engine was observable.

It seems preferable in all cases to have rope drums covered with wood, bolted to the plates, care being taken in all cases to have the bolt heads sufficiently counter sunk; and as it is of the utmost consequence that the pulleys should be perfectly smooth and round, they should be turned up in a lathe. The greatest care should also be taken that the pulley it set perfectly true. If there are twelve turns of the rope when coiled on the drum, the centre of the pulley should be at right angles to the first turn, but the plane of the pulley should point to the middle of the coil, say between the sixth and seventh turn; and care should be taken that the U of the pulley should be so wide as to allow the rope when at either end of the coil free entrance and exit. If the circumference of the pulley were made of wood, it would no doubt be of advantage to the rope.

With one remark I may close this paper. There have, I think, come under my notice, practically, wire-ropes of all kinds and sizes, made by most of the manufacturers, and to their credit be it spoken, I have never yet discovered the employment of a spurious or low class material in the construction of these ropes. As mines are increasing in depth, I would counsel them to endeavour, if possible, to increase the value of their manufacture, by improving its strength in a greater ratio than its weight, whether by the substitution of steel for iron wire, or of tapering for uniform ropes, or by the combination of both, I leave them to determine.

The thanks of the Society were given to Mr. Greenwell for his paper.

Mr. CHATTWOOD said he thought, referring to a question raised on the subject in the paper, that iron did not crystallise when in suspension unless there was motion.——Mr. BINNEY said it had been disputed by many people whether wrought-iron did become crystalline. In using iron wires there would always be difficulty and even danger in the "set" of the rope, especially when the drums were small.——Mr. BALDWIN said the set ought to be taken into consideration when the ropes were manufactured. These wire-ropes, no doubt, to a large extent must lose their elasticity.——Mr. FARRIMOND said a wire-rope would last double the time overlapped than underlapped.

The PRESIDENT, in answer to a question, said that a rope, when the breaking strain would be 15 tons, would be worked to the extent of 30 cwts.——Mr. BALDWIN said that 90,000 lbs. of tension were given to the square inch for iron wire, nearly double what was allowed for iron bar.——Mr. BINNEY said if all the iron in the strands of the rope was not of the same quality there would be an effect produced similar to that of an electric battery. He had seen a battery produced by the late Mr. Sturgeon, from two pieces of iron of different quality.——Mr. GREENWELL, in answer to a question from Mr. Horsfall, said a failure in a wire-rope could be detected as soon, at least, as in a hemp rope. If statistics were collected, as many accidents would be found to result from the use of hemp ropes as from the use of iron ropes.——The PRESIDENT said hemp ropes would not be found to answer under the circumstances of the present day. One great advantage in using wire-ropes was that they increased the possibility of mines being worked, where otherwise no work could have gone on. It was once thought very generally that at a certain depth hemp ropes would break with their own weight. By the help of iron or steel ropes no doubt some day mines would be worked thousands of yards deep, provided they could be made to pay.——This closed the discussion, and the meeting broke up with the usual vote of thanks to the President.

* I think among the first round wire-ropes used for winding was one at Marley Hill Colliery, Durham, in 1847.

Meetings of Mining Companies.

ST. JOHN DEL REY MINING COMPANY.

The annual general meeting of shareholders was held at the London Tavern, on Wednesday,—Mr. J. D. POWLES in the chair.

Mr. J. HOCKIN (the managing director) read the notice convening the meeting. The report of the directors (an abstract of which appeared in last week's Journal) was read.

The CHAIRMAN said that this was the 35th annual meeting of the St. John del Rey Mining Company. It was with one exception—the United Mexican (which was established five years previously)—the oldest foreign mining company in London. During those 35 years they had passed through a chequered career of success and adversity, but previously to 1857 their course had been one of uninterrupted success. In that year one of the casualities—of which there had been several during the past year—took place, which occasioned a suspension of dividends for a period of precisely 18 months. If they considered the extent of mining work now being carried on, and the amount of stoping ground opened up, they could come to the conclusion that, notwithstanding all the precaution and experience of the best miners in the company's service, it was impossible to prevent accidents of this description. The amount of stoping ground at present opened was 826 fathoms, which was 1652 yards lineal measure, within a fraction of a mile. If they considered what it was to work through mineral ground occupying nearly one mile in extent, they would not be surprised that at some portion of that work the timber might give way, or that some piece of loose ground might have escaped the inspecting party, whose duty it was to periodically examine the whole of the workings in the mine—they would not wonder that there was a liability to the recurrence of such accidents as those which had occurred during the past year. What was especially necessary to ascertain when these accidents did occur was—were they of a temporary or a permanent character. If at any time it were found that the decline in the return of gold proceeded from temporary causes, and not from the barrenness of the ore ground being opened up, then there was no reason for discouragement as affecting the permanency and success of the enterprise, and this was evidenced by the fact that, after such an unprecedently disastrious year as that just concluded, the produce was now gradually recovering, for in April it was 800 oitavas per day, but in the first division of May it had amounted to 1200 oitavas, which could not fail to be most satisfactory when it was recollected that even during their best time the average produce was not above 1400 or 1500 oitavas per day. (Hear, hear.) It should be most reassuring to the shareholders that, in addition to the general encouraging remarks contained in the report, the last letter received from the superintendent (Mr. Gordon) since the report was in print fully corroborated those statements. Adverting to the present prospects of the mine, that letter says—"A very careful examination of the mines by the captains and the most experienced miners here, in which I have taken part, has led to the unanimous conclusion that the mines generally are now in a better condition than they were two years ago, and present prospects for as good gold returns as they have done at any previous period. The cost incurred in working during the past year and a half has been excessively heavy; but, unless some very unexpected casualty should arise, we can now carry on the ordinary working in the mines with considerably less outlay than has been unavoidably necessary during that time. At present we have quite as large a force of natives as we can advantageously employ; there were 438 in the mine department yesterday, and there is reason to conclude the labour cost under this head can now be reduced. The prices for materials and provisions are moderate; and having a good stock of all requisite stores, a very fair water-power, force and means enough to extract a full supply of ore for the stamps, and sufficient appliances to extract the gold, there is good reason to expect we have at present the prospect of realising a good and profitable return from the working of the mines in future. The produce for the two divisions extracted since the renewal of our stoping and hauling operations in the East Bahu affords good evidence of what can be done even with a moderate supply of ore from that section of the mine, and that there is mineral within reach which will yield good profits. I trust the next six months' working will exhibit a better result for the proprietors than they have had for some time past." When these accidents, purely of a temporary character, occurred, and returns were suspended, what was the result? Why, shareholders forgetting the mine was liable to such casualties, rushed and sold their shares at almost any price, when naturally enough they very seriously decline in market value; but as soon as the mine resumed making returns the shares run up in price in the market to an amount beyond all reasonable calculation of their value. The reason of this he could not understand, for if the mines were substantially good, shareholders should not be alarmed when a temporary accident occurred; and they all had good reason to believe that they possessed a solid and substantial property. (Hear, hear.) Although, as he had already said, there was one foreign mining company in London older than theirs, yet there was not one could show that upon a capital of 128,000*l.* a total profit of 880,000*l.* had been made. (Hear, hear.) Of that amount 300,000*l.* had been made in the last five years, including one bad year; and that had been realised under the management of Mr. Gordon, their present superintendent. He (the Chairman) would take this opportunity of stating that he had never in any person seen greater ability, industry, intelligence, and integrity displayed than in Mr. Gordon. One month before his appointment Mr. Gordon was to him (the Chairman) a perfect stranger, for the company was entirely indebted to Mr. Hockin for the invaluable services of their most efficient superintendent. He (the Chairman) trusted that they had better days in store for them, and that he would be able to announce the resumption of dividends in June, 1866. (Hear, hear.) He concluded by moving that the report of the directors should be received and adopted.

Mr. LENANCHAY drew attention to the item of 1250*l.* for petty expenses.——The CHAIRMAN said that included the expenses for carrying on the company in London.

Mr. LENANCHAY had hoped that for the present the directors would not have drawn their remuneration.——The CHAIRMAN said it was during such periods as the present that the directors had more anxiety and trouble than at any other times; and as when they were dividing in dividends 90,000*l.* a-year it was not proposed to increase the directors' remuneration, so now, when there was really more anxiety and trouble, it was not reasonable to expect them to work for nothing. (Hear, hear.)

Mr. JAGO enquired how the mortgage was progressing?——The CHAIRMAN said that the income from the Newcastle property was stated in the accounts. There was an improvement upon last year, and he believed it would soon get up to the interest upon Consols, if not beyond it. He reminded the meeting that the property in question had paid them 5 per cent., when Consols was paying only 3¼.

Mr. HOCKIN mentioned that the last letter received from the agent upon the subject stated that if the present demand for water-side accommodation upon the banks of the Tyne continued it would not be long before that property could be realised. In answer to a question, he further stated that it had never been the custom of the company to include among the assets the value of the stock in hand, although it was paid for. Its present value was 44,000*l.*

The motion adopting the report and accounts was put and carried unanimously.

A discussion arose as to the advisibility of altering such of the Articles of Association as had reference to the appointment of directors; but, as no action would be taken except at a special meeting, the subject dropped. A vote of thanks to the Chairman terminated the proceedings.

VANCOUVER COAL COMPANY.

An adjourned general meeting of shareholders was held at the offices of the company, Gresham House, on Monday,

The Hon. Mr. Justice HALLIBURTON, M.P., in the chair.

The notice convening the meeting having been read, the CHAIRMAN said it would, no doubt, be in the recollection of shareholders that at a meeting, of which the present was an adjournment, a committee was appointed from the proprietors to investigate the affairs of the company and to report thereon. The directors have had a meeting with the majority of the members of that committee, and had come to an understanding, by which three names were handed to the directors as additional members of the board. At the last meeting the motion for the adoption of the report was not put, as the amendment for the appointment of a committee was carried. As, however, an arrangement had been come to between the directors and the committee, he would propose that the report of the directors be received and adopted.

Mr. GALSWORTHY (a member of the committee) thought that the report of the committee should be read, for otherwise the meeting could not determine as to the propriety of the conclusions to which the committee had arrived.

The CHAIRMAN stated that the directors took exception to some parts of that report. Had there been time for the directors to have conferred with the committee, and had the documents in possession of the directors been perused by the committee, many parts of that report would have been couched in different language. Under these circumstance he thought it would be best only to receive the committee's report, and lay it upon the table.

After some discussion it was agreed that the report should be read. It took exception to the purchase of the store from the Hudson's Bay Company, and on account of the plant the committee considered there was the probability of a considerable depreciation. The purchase of the steamer, *Fidelitur*, was considered injudicious, the more especially as the directors had no funds applicable for that purpose. The staff of the company was considered to be out of proportion to its affairs. The committee felt bound to say that there had been a want of judgment and prudence both on this and on the other side, and recommended that a change should be made in the management, for with care the concern might yet make a fair return upon the capital.

Mr. SELBY (a director) did not desire to enter into controversy with those gentlemen who had drawn up that report, but at the same time he might mention that if the directors had had the advantage of a conference with those gentlemen certain opinions, which were couched in rather strong language, would have been considerably modified.

A lengthened discussion took place, which resulted in the adoption of the report of the directors, that of the committee being received and laid upon the table. Messrs. Galsworthy, W. Needham, and Woodhouse were added to the direction, and Mr. Selby was re-elected a director.——The CHAIRMAN stated that the directors had made a call of 1*l.* per share, payable on or before July 1.—A vote of thanks to the Chairman terminated the proceedings.

PORTUGAL COAL AND IRON COMPANY.

A general meeting of shareholders was held at the London Tavern, on Tuesday, Mr. GEORGE FREDERICK YOUNG in the chair.

Mr. J. DAVIS (the secretary) read the notice convening the meeting.

The report of the directors stated that Mr. J. D. Powles (the managing director) accompanied Mr. Gould to Lisbon, and remained in Portugal until April 30, having during that time seen the administration of the company's affairs completely organised, and effected important arrangements with the Government. For the completing the erection of the first blast-furnace every practicable exertion is now being used. It is impossible to speak with certainty as to the precise time when this will be accomplished, but all the requisite operations are being actively pursued, to arrive at the desired end with the least possible delay. In order to ascertain by a practical test the percentage of metallic iron contained in the company's ores, the directors have had a quantity of the ore sent to them from four different mines. Of this 6 tons have been tried in a charcoal-furnace at Ulverstone, which gave a produce of upwards of 3 tons of iron of close grey grain, being somewhat above 50 per cent. The percentage of waste in trying a small parcel like this is greater than it would be when working on a large scale. But it is very satisfactory to see the statements which have been made of the percentage of iron in these ores thus proved by a practical result. Regarding the abundance of the deposits of iron ore, there has been from the first no question. There has been no object in opening them out further than is now doing until the first furnace shall be at work, as it would be accumulating a stock of ore on the surface, in addition to that already existing, for no useful purpose. Coal of good quality has been found and tried, but it is not yet in sufficient quantity to be workable to a profit. The thickest seam yet driven through is 20 in., but every confidence continues to be felt that seams of a workable extent will be found. Mr. Lintern says, speaking of No. 2 heading (or level)—"We hope ere long to cut some good seams of coal in this heading." Of No. 3 he says—"Three seams of very good coal have been driven through in this heading, the thickest of which was about 9 in.; but the stratum expected to produce some good workable seams will, I think, be pierced within the next 40 or 50 metres driving, which stratum we know some little of, from having driven an open cutting into it, as mentioned below." The directors conclude their report by expressing their belief that all the expectations under which this company was formed will be found to be fully realised in the result. It is undoubtedly a subject of regret that circumstances which have already been referred to should have interposed the delay which they did in the early stage of this company's proceedings, and the consequent postponement of returns, so as to have required the company's capital to be called up more rapidly than might otherwise have been necessary. All new undertakings are liable to such contingencies. The directors have every confidence that a very satisfactory return for their outlay is in store for the shareholders.

The CHAIRMAN said that the report just submitted abundantly explained the position and prospects of the company; but he might mention that their managing director (Mr. Powles), upon his return from Portugal, had drawn up a general report of the result of his enquiries, which he (the Chairman) thought could not fail to be most interesting to the shareholders.

Mr. J. D. POWLES (managing director) stated that upon his return from Portugal—where he was within a few days of six months—he drew up a summary of the result of his personal investigation of the actual position of the company's properly. He was determined, as far as possible, to prevent a recurrence of the misfortune that attended them in the first instance in establishing the administration of the company; and, therefore, when the present superintendent was appointed, he (Mr. Powles) was determined, at whatever inconvenience to himself, to remain there till the administration was thoroughly organised. He did not leave Portugal till all was most satisfactorily accomplished, and he did not believe—and he was not without some experience in such matters—that any foreign mining company had a more competent, trustworthy, and energetic staff than had this company at the present time. He then submitted his report, which stated that the company possessed mineral rights, which extend over a district of 30 miles in length, and embracing a superficies of 200 square miles, vested in the company in perpetuity by a decree of the Crown. The district has some analogy to the iron-producing district of South Wales, but the latter does not extend above 25 miles in length. A grant of the mining rights in this district was obtained from the Crown some 60 years since, by some parties in Wales, at a mere nominal royalty. It has since produced millions sterling. Several of the deposits of iron have now been opened out by the company, with the following results:—The ore has been found to be in quantity inexhaustible; in quality, of the finest description, including all the varieties necessary for advantageous mixing for making iron. A considerable portion is magnetic, such as is required for armour plating. The assays give an average of upwards of 50 per cent. It is obtained at small cost, being accessible without the previous large outlay often required in opening out mineral ground. Fuel is at hand at a cheap rate from the Government forest, which is within half-a-mile of the site where the company's first furnace is being erected. Besides this source of supply, the company has large deposits of lignite, a fuel formed by the decomposition of forests of wood, which at some previous period in the age of the world have become embedded in the bowels of the earth; this forms an excellent fuel, and is in great abundance. Coal is found, and works are now carrying forward to ascertain its existence in quantity sufficient to pay for working it. The opinion of the company's staff is that a regular bed of it exists; but although it will be a most viuable adjunct, the company is not dependent upon it for fuel. Limestone for fluxing is also abundant. The company's staff, who are all practical men, state that they have never met with any mineral deposits to compare with these in the qualities already noted, and in the combination of every accompanying requisite, such as clay, lime, &c., for the manufacture of the best iron on a very extensive scale. The first blast-furnace—the materials for which have been sent from England—has been for some time in course of erection, and is expected to be completed for the making of pig-iron about October. Pig-iron of the best quality can be put on board from the company's works, at a price which I believe will give a profit in England of 3*l.* per ton. The first furnace is expected to make 80 tons per week. This will be immediately followed by the erection of a second. The machinery of the first is so prepared as to be available to a considerable extent for the second. The two furnaces when in operation should give 160 tons of pig-iron per week, the profits on which would be 480*l.* per week, or 24,960*l.* per annum. These will be successively followed by others, at different stations on the company's property, as fast as they can be put up. Two other stations are already indicated. To say that there is mineral enough to supply a dozen furnaces of this size is but giving a limited view of the capabilities of this undertaking. There is, in fact, no ascertainable limit to the extent to which the production may be carried. The demand for this quality of iron is at present without limit. It may seem extraordinary that mines of such value should have remained so long neglected in Portugal. He then referred to the fact that all the company's officials were upon the best terms with all the authorities in the neighbourhood—indeed, he did not know any company that stood better in that respect.

The report from Mr. Henry Gould (the superintendent) states—"I have only to say, after 15 years' experience in iron and coal, that I believe the company possesses mineral ground combining greater advantages than any I have known or heard of for the profitable production of iron of the best quality, and that nothing but time is required to give substantial evidence of the correctness of this opinion."

The CHAIRMAN mentioned that letters were received yesterday, intimating the final discharge of the schooner *Rose*, in which the boilers and other portions of the machinery were conveyed. Everything was proceeding in a satisfactory and rapid manner. About 150 native labourers were constantly employed in the erection of furnaces and other necessary work; and when completed there was every reason to believe that the enterprise would be continuously productive of very great profits to those interested in it. He then moved that the report and balance-sheet should be received and adopted.

A SHAREHOLDER enquired what securities had been given to the Imperial Bank, and whether the furnaces would be completed by a specified time?—The CHAIRMAN said the directors had given their own personal guarantee for advances made by the Imperial Bank. As to the furnaces, they would be completed (he believed) by the end of October. He did not pledge himself to that, but the directors had reason to expect that by that time the company would be in a position to sell iron in the open market.

In reply to a shareholder, the CHAIRMAN stated that every attention was being given to the arrears of calls, and that he trusted the course the directors were pursuing would recover any amount due to the company.

The report was received and adopted unanimously. The retiring directors were re-elected; Messrs. Harding, Pullein, Whinney, and Gibbons appointed auditors; and a vote of thanks to the Chairman and directors terminated the proceedings.

GODOLPHIN HILL MINING COMPANY.

The first ordinary general meeting of shareholders was held at the office of the company, Great St. Helen's, on Tuesday,

Mr. F. E. MORRISH in the chair.

Mr. C. THOMAS (the secretary) read the notice convening the meeting.

The CHAIRMAN said it afforded him great pleasure to meet his fellow-shareholders upon the present occasion, because it afforded him an opportunity of congratulating them upon the possession of what—upon the authority of the most accredited practical agents—might be considered a valuable mining property, and one which required but the expenditure of a further comparatively small amount of capital to place it in a remunerative condition. All he need say was, that if analogy, position, prospects, and the possession of well-tried lodes, could be accepted as a criterion of success, the Godolphin Hill Mine presented a far more encouraging feature than most progressive mines; but, perhaps, he could not do better than at this stage of the proceedings to call upon the secretary to read the reports of Capt. Joseph Vivian, and of Capt. Pope.

The SECRETARY then read the subjoined reports, as follows:—

June 19.—The sett, which is very extensive, and in a first-rate mining locality, is situate on the north slope of Godolphin Hill, in the parish of Breage, just on the junction of the granite and killas, or slate-rock, and is traversed by two fine elvan courses, and by seven east and west and one caunter lode, the whole of which have been extensively worked by ancient miners at shallow levels, and relatively to the depth of these old mines very large quantities of tin and copper ores have been raised and sold. The only means hitherto used for draining purposes has been horse-power, by which the mine has been put down on one lode to about 35 fms. from surface, and could be put no further by this method. To work the mine effectually, a rotary-engine of not less than 40-inch cylinder should be fixed in a suitable place for pumping the water and stamping the tin ores. My opinion is that two engine-shafts should be sunk on the caunter lode, each of them in close connection with an east and west lode. If stamping power could be had in the district, over 3 tons of tin could be sold monthly from the ground already laid open; therefore, I think I am safe in saying that by the time the engine and stamping mills are at work—say, six months—8 tons of tin per month may be calculated on, with every chance of daily improvement, and ere long making good dividends; but to be in a position to fully realise the resources of this mine, an outlay should be prepared for of from 4000*l.* to 5000*l.*—JOSEPH VIVIAN.

June 23.—The caunter lode in the deep adit south, east of Parson's shaft, is 6 inches wide, producing a little tin, but at present not sufficient to value; we have about 25 fms. to drive this level to reach the intersection of West Great Work lode, and about 10 fms. further to get under some good runs of tin ground gone down in bottom of the shallow adit, on the caunter lode, and worked by tributers as deep as practicable by reason of the water—that is to say, to a depth of about 10 feet; these bottoms of tin ground when drained by the deep adit coming up will work at 5s. in 1*l.* tribute. We have communicated the shallow adit on this lode to pump shaft, but have not squared it down as yet; as soon as this is done, which will take about a fortnight, we shall commence driving south-east of shaft in a fine-looking lode, yielding tin throughout, and which will, according to present appearances, work at 6s. 8d. in 1*l.* tribute.—North Lode: Since resuming the driving of the shallow adit, east of Vivian's shaft, the lode has improved in

appearance; it is now 8 in. wide, tinny, increasing in size, and looks kindly for further improvement. West Great Work lode in the shallow adit, east of the counter lode, is 2 ft. wide, of a very kindly appearance, and yielding occasionally rich stones of tin, being one of the most promising lodes I have ever seen in this sett. I would also beg to say that if there were an engine erected for draining the water and stamping the tin ore, and an engine-shaft sunk by this means on the counter lode near the points of intersection with the east and west lodes, my opinion is that we should very soon be in the Dividend List.—JOHN POPE, jun.

The CHAIRMAN, referring to the favourable position geologically of the Godolphin Hill Mine, stated that it adjoined Great Work Consols, one of the rich tin mines of Cornwall, and which had been worked three times by three different companies, and for a period of more than 100 years. When he also mentioned that the same cross lode which made the tin in that important property passed completely through the Godolphin Hill Mine for nearly one mile in length, he thought even the most uninitiated in mining would agree with him, that in their sett was comprised all the elements essential for a permanently productive mine. There were, too, most extensive old workings, whence the "ancients" in former times raised large quantities of tin; these were found more especially at and near the junction of the east and west lodes, to which point the present company had, of course, directed its earliest attention. Near the pump-shaft a valuable discovery of tin had been made on the Wheal Gilbert lode, where the tributers were working at 5s. to 6s. 8d. in 1*l*. They were also opening upon a lode whereon the West Great Work Company had erected an engine, and upon which, in the Godolphin Hill Mine, tin had already been discovered. He could not too strongly impress upon the notice of the shareholders the remarks of that veteran mining authority—Capt. J. Vivian—when he states "that if stamping power could be had in the district, over 3 tons of tin could be sold monthly from the ground already opened. I think I am safe in saying that, by the time the engine and stamps are at work (say, six months), 8 tons of tin may be calculated upon, with every chance of ere long making good dividends."—By a further reference to Capt. Vivian's report, it would be seen that he estimated that the total cost for providing the mine with ample machinery, and for placing it in an effective working condition, would be about 4000*l.*, of which a great proportion would be derived from the sale of the tin raised during the erection of the machinery. He (the Chairman) might also state that the mine was surrounded by dividend-paying properties, and was about 1½ mile distant from the Great Wheal Vor, which, at the present time, was the richest tin mines in Cornwall.

Mr. THOMAS said he had known the mine for a considerable time. He had always entertained a very favourable opinion of it, possessing, as it did, so many lodes which had been so greatly productive in the neighbouring mines. He fully believed that when fairly developed the Godolphin Hill Mine would prove to be one of the great mines in Cornwall. It had the well-known Godolphin Mine on the east, which was very rich both for copper and tin; Great Work Consols on the south, which was an equally well-known rich property; and West Great Work on the west—a very promising little mine. As far as the Godolphin Hill Mine was concerned, it might be mentioned that the junction of the two rocks—the granite and killas—occurred in the centre of the sett. It was at these junctions that the great mines in the Basset and other districts had been so enormously rich; and it was but fair to assume that some such similar result would be met with at that point in the Godolphin Hill Mine, which had already sold over 3000*l.* worth of tin. From a personal inspection, he could assure the shareholders that even now the mine could be worked to a profit, but the object of the present company was so to open the mine as to make it a large and permanently-productive property. He felt he had the most substantial reasons for congratulating the shareholders upon the acquisition of a mine that required but the expenditure of a small amount of capital to make it no mean neighbour of those great mines by which it was surrounded.

The CHAIRMAN, in reply to a question, stated that he was glad to be in a position to say that operations were already being vigorously prosecuted.

The SECRETARY stated that the deep adit would come up at a depth of 30 fms. below the old works, which would thereby be drained, and returns of tin made. In the meantime, the tin ground would be going on with in the shallow adit. He also stated that there were at the present time several points of operation that could be worked at a profit.

After some further discussion, a committee of management was appointed, and Capt. J. Vivian and Son were appointed managers. A call of 1s. per share was made, and the committee were requested to consult with the managers as to the purchase of a suitable engine and stamps.

The CHAIRMAN mentioned that it was not the intention of the committee to call up more than 10s. per share during the first twelve months; that amount, with the tin raised and sold, being considered sufficient to purchase and erect the machinery. He also mentioned that it was the intention of the committee to exercise the utmost economy in the general management of the mine.

A vote of thanks to the Chairman terminated the proceedings.

NEW CLIFFORD MINING COMPANY.

The first ordinary general meeting of shareholders was held at the London Tavern, yesterday,—Mr. JAMES WESTON in the chair.

Mr. MATTHEW GREENE (the secretary) read the notice convening the meeting. A statement of accounts (made up to the end of April) was submitted, which showed a credit balance of 1109*l.* 18s.

The report of the directors was then read, as follows:—

Your directors congratulate the shareholders upon the rapid progress that has been made in the development of this valuable sett. A large amount of work has been done since we commenced operations, of which the following report will convey some idea. A good road has been made from the north boundary of the sett to Holland's shaft, 200 fms. long, macadamised with granite; carpenters' shop, built of stone walls 2 feet thick; length, 40 ft.; width, 26 ft.; height of walls, 12 ft.; height of roof, covered with slate, 22 ft., with saw-pit, carpenters' bench, &c., complete. Smiths' shop, built of stone walls, 2 ft. thick; good slated roof, 28 ft. long and 22 ft. wide, the same height as the carpenters' shop, fitted with forge, bellows, anvils, vice, and everything necessary for conducting the blacksmiths' work at the mine. Account-house, 40 ft. long, 18 ft. wide; walls 2 ft. thick, slated roof, &c., forming a range of buildings 104 ft. long. A first-rate horse-whim erected, with all the necessary appointments, in complete working order, capable of sinking the shaft 30 fms., at which point the lode will be intersected. Holland's shaft has been sunk 22 fathoms. This shaft is pronounced by all the the mining agents who have seen it to be excellent, large enough to carry on operations of any magnitude. It is 11 ft. by 6 ft. in the clear, and well timbered and secured with footway, complete to the bottom. Weston's shaft is sunk, timbered, and well secured 10 fms. from surface, and levels driven on the course of Weston's lode 80 fms. east, and 20 fms. west; this lode is 3½ ft. wide, composed of prian, spar, tin, and gossan, and spots of black copper ore. From this lode a cross-cut has been driven south 18 fathoms, and intersected a good-looking tin-producing lode, 18 in. wide, and, as far as seen, going down almost perpendicular. Gooley's shaft is sunk, timbered, and secured 6 fms., and drained by No. 2 adit. Gooley's lode, at the bottom of this shaft, is fully 3 ft. wide, prodding good work for tin. The 250 sacks of tinstuff now at surface were raised 80 fathoms west of this shaft, from this lode. No. 1 adit is driven north from Bawden's Orchard 40 fms. to the engine-shaft, and further driven 27 fms. north of the engine, towards Weston's shaft, which will be reached in about 30 fathoms more. No. 2 adit is driven from Bawden's farmyard 70 fms. north, and cut Gooley's lode at that point, and further driven east 100 fathoms, on the course of this lode, which has been seen for the whole distance, and 2¼ ft. wide, composed of rich gossan, tin spar, and copper ore—a highly promising lode.

A large number of mining agents have inspected this mine, and all report it to be a richly mineralised sett; in fact, the whole of the ground is traversed by rich lodes, which the following figures—dividends paid by the surrounding mines—will illustrate: Treavean, 454,422*l.*; Beaucamp and Buller, 120,000*l.*; Penstruthal, 130,000*l.*; Jewell, 250,000*l.*; Damsel, 180,000*l.*; Goriand, 150,000*l.*; Treskerby, 200,000*l.*; Trethellan, 48,000*l.*; Treveskey and Barrier, 37,000*l.*; Great Consols and United Mines and New Clifford Amalgamated, 1,109,828*l.*; Unity, 330,000*l.*; Maid, 40,000*l.*; Poldice, 200,000*l.*; West Clifford United (late Ting-Tang), 50,000*l.*: total profit, 3,299,250*l.*

In conclusion, we beg to congratulate the shareholdess on their being so fortunate as to possess which is admitted on all sides to be the finest virgin copper mining sett in the county of Cornwall.

The report of the agent was read, as follows:—

June 29.—Holland's engine-shaft is sunk 23 fms. from surface; dividings and footway complete to the bottom, and well secured with timber. Within the last few days we have cut branches and stones of copper ore and mundic in this shaft, which are apparently in some way connected with Gooley's lode, most likely branches or feeders dropping into it; this, together with the back of gossan and tin, already reported on as being worth 30*l.* per fathom, looks well for the 30 fm. level. Weston's shaft is sunk and timbered and footway put in 10 fms. from surface; we have two men and one boy sinking this shaft. The lode in the bottom is from 3 to 4 feet wide, consisting principally of very congenial gossan, containing a little copper, and a good proportion of tin, worth for the latter from 15*l.* to 20*l.* per fathom. I consider that it is a copper-producing vein, and that at a deeper level the tin will be entirely replaced by that mineral. Knuckey's cross-cut, which is now being driven towards Weston's lode, will intersect it about 9 ft. deeper than bottom of the shaft; when this is accomplished we shall at once commence to stope the lode for tin. We have completed the erection of a range of stone buildings 104 feet in length, comprising account-house, which contains two rooms, smithy with all necessary appliances, carpenters' shop, with saw-pit, &c., complete, and have commenced to build an engine-house for a 60-inch cylinder pumping engine. In conclusion, gentlemen, I beg to remark that this sett is located in a district in which there is scarcely an old thoroughly explored mine that was not formerly very rich—the geological formation of the lodes, elvan courses, and strata is unexceptionable. The low price given for driving through the ground, its highly mineralised character, the existence of tin, copper, &c., in the lodes at such shallow depths, and the former in considerable quantities, all indicate ultimate success, and I fully believe that if we continue to work this mine with determination and energy, the result will be the discovery of minerals in such quantities as to richly repay the adventurers for their outlay.—J. MICHELL.

The CHAIRMAN said the above report so fully entered into the position and prospects of the mine, that but little remained for him to remark upon, except to add his own personal testimony to all that had been therein stated. He might, however, mention that he was upon the mine on Tuesday last, and knowing that the operations were commenced at such a recent date, he was bound to confess that he could scarcely credit that such a large amount of work had been performed in such a short space of time. Upon a previous visit, and prior to having taken an interest in the mine, he met upon the sett some miners, from whom he ascertained that the mine had not been granted previously on account of the obstinacy of Mr. Michael Williams—which, with other information he (the Chairman) obtained, induced him to take an interest in the company. Before proceeding further, he might mention that, although the first meeting was held in November, operations of any magnitude we not commenced until the latter end of December or the beginning of January. Upon his last visit to the mine he first visited Weston's shaft, and the tinstuff being raised therefrom he found, upon enquiring of parties living in the neighbourhood, to be the best that had been produced within a considerable distance of their grant—indeed, the ore confirmed the assumption that New Clifford would prove equal in richness to those properties by which it was surrounded. Such a favourable opinion was now entertained of the property that parties who had been for many years residing in the neighbourhood were purchasing shares. He did not know that shareholders could possibly have a more satisfactory evidence as to the intrinsic value of their property than to know that practical miners living upon the sett had taken an interest in the concern. Some little carping had taken place with regard to the 200 sacks of tinstuff on the mine. Shareholders present were no doubt aware what was intended to be conveyed by that statement, and that stuff was continually being brought to the surface, where there was at present about 30 tons, its value in that condition being from 20s. to 25s. per ton; but at the same time that was not the material for which they were seeking—they were exploring for copper, and confidently believed they would find it, but meanwhile the tinstuff would pay the expenses of the mine. Taking into consideration every circumstance, there could be no doubt that the shareholder had the most substantial reason for congratulating themselves upon the possession of a property which must of necessity be of great value. All he could say was that for his own part he felt success was certain. He concluded by moving that the reports and statement of accounts be received and adopted.

Mr. WALMSLEY seconded the proposition, and in doing so, stated that he felt certain, from information he possessed, that the Chairman had not adverted to one-half of the actual merits of the mine. Such operations as had been carried on more than confirmed his anticipations.

The motion adopting the reports and accounts was then put and carried unanimously.

Upon the proposition of Mr. DEVINE, seconded by Mr. WALMSLEY, the retiring directors were unanimously re-elected. Mr. T. Thompson was appointed auditor.

Upon the proposition of Mr. PIKE, seconded by Mr. PERKINS, a special vote of thanks was passed to Captain Michell.

Capt. MICHELL, in acknowledging the compliment, stated that he fully believed New Clifford would prove to be one of the richest mines Cornwall had ever produced.

Votes of thanks to the Chairman, directors, and secretary terminated the proceedings.

ST. JUST UNITED TIN AND COPPER MINING COMPANY.

The half-yearly meeting of shareholders was held at the company's offices, Finsbury-place South, on Wednesday,

Mr. JAMES WRIGHT in the chair.

The CHAIRMAN, upon the statement of the progress of the mine, explained that as this was not the annual meeting no audited accounts had been prepared, but he thought the proprietors would be pleased to hear the position of affairs at the mine, and the progress that had been made during the past half-year. For that purpose a report from the captain would be read, and a summary of the accounts during that time, and he was happy in being able to assure them the complexion of affairs was better than they had been able to lay before them at any former period; for although the tin market had been very much against them, they had managed to pay a little over cost, and, as he was led to believe, there were good grounds for anticipating an improvement in the price of tin. Taking this into consideration, with the present condition of the mine, and the improving nature of the ground in sinking, that richer lodes may be expected to be met with in depth, he, therefore, considered their position as exceedingly promising.——The following report was read:—

June 24.—Saveall's Lode: Since the last general meeting of the adventurers a winze has been sunk 10 fathoms below the 62, and the men are now engaged in stoping the eastern end of the same, in order to make it available for the engine-shaft. The lode is large and masterly, worth at present about 4*l.* per fm. The 62, west of the engine-shaft, has been communicated with the same level, east from the rise, and the profitable ground opened up, has been let on tribute. The 62, east of the engine-shaft, is suspended the lode being large, but poor.—North Lode: The north lode shaft has been sunk from the 74 to the 86, on a lode varying in value from 3*l.* to 10*l.* per fm. The 86 is being driven east and west by four men, at 3*l.* 5s. per fm.—the present value of the lode in each end is 5*l.* per fm. The 74 is driving east by two men, at 2*l.* 12s. 6d. per fm. The same level is driving west by two men, at 3*l.* per fm. The 62 cross-cut, towards the Little Bounds lode, is driving by two men, at 5*l.* 5s. per fm.; the ground seems to be getting more favourable for breaking, and is letting out more water.—Little Bounds Lode: The 62 is driving west by two men, at 2*l.* 15s. per fm.; the lode at present is of no value.—Owl Lode: The 62 is driving south by three men, at 4*l.* 10s. per fathom; the lode is saving work, and a large stream of water is issuing from it. The 50 is driving north by two men, at 2*l.* 10s. per fm.; the lode is worth 3*l.* per fm. The 40 is driving north by two men, at 2*l.* 15s. per fm.; the lode produces a little tin. The 40 is driving south by two men, at 3*l.* per fm.; the lode is worth 4*l.* per fm. The 20 is driving north by two men, at 3*l.* 10s. per fm.; the lode is worth 3*l.* per fm. The 10 is driven north by two men, at 4*l.* 10s. per fm.; the lode has improved, now worth 4*l.* per fm. This end has just entered under the valuable run of tin ground lately discovered in the adit. The number of fathoms driven in the ends and sunk in the shaft and winzes amounts to 212 fms. 3 ft. 8 in. We intend in the future to return not less than the usual quantity of tin—say, about 20 tons per month. The appearance of Saveall's and the north lodes in depth, as far as we have reached, are sufficiently encouraging to induce you to keep on sinking, and we fully believe that ultimately you will secure for yourselves a highly valuable property.—H. PRYOR, W. R. RUTTER, R. WEARNE, WM. WHITE.

VIGRA AND CLOGAU COPPER MINING COMPANY.

The extraordinary general meeting of shareholders was held at the London Tavern, Bishopsgate, yesterday,—Mr. C. MARTIN in the chair.

The CHAIRMAN, in introducing the object of the meeting—to consider resolutions for the increase of the capital of the company, by the issue of new shares of such amount and in such manner as the shareholders should think expedient—explained that, during the past six months there had been crushed 1314 tons of ore, which had produced 496 ozs. of gold—sufficient to pay the cost of working. The expense, however, of the works at surface, the new machinery, and the railway rendered fresh capital necessary. As regards the property generally, he might say that its prospects were of such an encouraging character—and which became more so from day to day—that the directors had found funds, having advanced something like 3000*l.* The present total liabilities of the company were about 4000*l.* He was glad to state that Mr. Arthur Dean was present, who would be pleased to afford any information that shareholders might desire.

A letter was read, which had been received the previous day, announcing that a discovery had been made in the new mine upon the St. David's lode, about 100 fathoms to the east of the celebrated St. David's Mine, and that splendid gold had been broken so close to the surface that the roots of the grass adhered to the gold.

Mr. ARTHUR DEAN explained the position of the above discovery, and stated that the same lode was being worked in the St. David's Mine, where it had yielded between 4000*l.* and 5000*l.* worth of gold. It was a fine piece of lode, about 50 fms. long and 33 fms. deep, and it was the deepest point yet reached. The lode was cut off by a cross-course, which had heaved it 55 fathoms to the south. Upon the other side of the cross-course search had been made far the continuation of the lode, but up to within ten days since he had been unable to find it. He ordered the back of the lode to be costeaned, where it seemed to present a favourable appearance at surface, and where the rock enclosing it was of the same character as at the St. David's Mine, and yesterday the rich gold mentioned by Mr. Remfrey was discovered. There was a great probability of this new discovery eventuating as successfully as the St. David's Mine, where on Wednesday last, in the bottom of No. 2 shaft—the deepest point in the mine—some rich stones of gold were broken, indicating the approach of good ground in depth. A 10 fm. level had been commenced from No. 2 shaft to reach the shoot of gold (supposed to be about 4 fathoms distant west) which had been cut in the bottom of the 5, above. And on Wednesday No. 2 stopes, in the back of the deep adit, had given good stones of visible gold; and at 4 fms. deep, in the new shaft A, visible gold in quartz of the finest quality had been cut, and driving commenced upon it. At the old Clogau Mine an engine-shaft was being carried down with all speed, and had reached a depth of 5 fathoms. At the Vigra Mine operations were confined to the driving of the deep adit. The supply of labour had been deficient, and if double the number of miners could have been obtained they could have been advantageously employed. A considerable proportion of the mining force had been engaged in sinking shafts and winzes, in order to lay open the richer ground in depth, and only a comparatively small number had been engaged in stoping. The reduction department had kept pace with the produce of the mine—all the supplies of mineral, however, had been derived from the St. David's Mines. Old Clogau and the Vigra Mines—both of which contained large quantities of auriferous mineral—had not contributed, inasmuch as the mineral could not be brought down to the stamps without the aid of a railway, materials for which had been provided, and the works commenced. In the reduction department, during the past six months, 1314 tons of mineral had been stamped, producing 496 ozs. of gold, averaging 7⅛ dwts. per ton, which was close to the estimate made at the last meeting of 8 dwts. At the reduction works 32 heads of stamps were completed, and driven by a water-wheel; and a 50-horse power engine had been erected, and the appliances for 16 additional heads were upon the ground. In order to concentrate the mineral in the "tallings," and to save the floating gold hitherto lost, extensive works were now being constructed upon the Hungarian and English systems, and it was expected a considerable quantity more gold would be saved than had hitherto been obtained. The difficulty of lodging additional workmen had been the great obstacle to the increasing of the force employed by the company; but the inhabitants showed their confidence in the direction of the mines, by commencing to build within a few hundred yards of the property. A village was now springing up, three houses were built last year, and five more were now being built, and preparations made for others.

A vote of thanks was passed to Mr. Dean for his satisfactory explanation of the position of the company's property.

It was resolved to issue 4200 new shares, of 5*l.*, to be paid upon 1*l.* 10s. on July 14; 1*l.* on Oct. 14, and the remainder as required. The existing shareholders are, *pro rata*, to have preference of allotment until July 14, after which the shares are to be offered to the public. The full amount may be paid up within 14 days of July 14; otherwise dividends will be paid upon the amount paid-up only.

A vote of thanks to the Chairman and directors terminated the proceedings.

TAVISTOCK MINERS' CLUB.—The annual meeting and dinner of this society was held at the Bedford Hotel, on Saturday, when about 150 members and the principal mining agents of the neighbourhood sat down to a capital dinner, at which Capt. W. Clemo, Devon Consols, presided. After the dinner the toast of "Success to the Miners' Club" was given from the chair, with expressions of pleasure at meeting so many working men, who had the best wishes of the Chairman, with the assurance that he should in every possible way continue to promote their welfare and the interests of the society. Mr. W. A. Rowse (the secretary) then presented a statement of the accounts and the report of the committee, which showed that, notwithstanding the demands upon the society had been exceptionally heavy, a balance remained to the credit of the current year. The number of members had increased, and a hopeful prospect was held out for the coming year. A letter was read from Mr. Thomas Nicholls (who has during the last two years rendered good help to this society), expressing his regret at not being able to be present, and assuring the members that he would continue to use his interest and aid in the furtherance of the objects of this society. A letter from Mr. T. C. Gill, of the Tavistock Ironworks, was also read, with the gratifying announcement that the following gentlemen, with himself, would become honorary members:—Capt. Blakeley (who also gave a donation of 5*l.*), Messrs. T. C. Gill, P. H. Benet, W. Gill, B. Cobb, and Captain Savage. This announcement was received with cheers. The following resolutions were carried:—"That the accounts be passed," "Thanks to the honorary members, to the committee and officers, the host, and the Chairman," and were respectively responded to.

DEVON CONSOLS TIN (late Huntingdon).—Attention has been called by a correspondent to the advertisement in last week's Journal, that Mr. T. P. Thomas had received instructions to sell this mine by auction on July 6, and he questions the power to sell, because the sheriff has taken possession, and the workmen and creditors are not paid. The answer furnished by Messrs. Taylor, Mason, and Taylor, the solicitors who gave instructions to the autioneer to sell, is conclusive, and will be satisfactory, no doubt, to all parties:—"It is true that an execution, at the suit of John Martin Dunn, has been levied on the property, and the sheriff is in possession; but yesterday (Wednesday) the Master of the Rolls, on the application of the liquidator, granted an interim injunction to restrain the sheriff from proceeding, upon the ground that the Devon Consols Tin Mining Company was in a state of liquidation, and that no one creditor ought to have preference over another. It was also stated that the liquidator claims from Mr. Dunn a large sum for moneys received by him and not accounted for. It is fully believed that there will be amply sufficient to pay all the creditors 20s. in 1*l.*" It is, of course, much to be regretted that the men should remain unpaid, but there is, probably, no remedy for the delay; they will, however, be paid in priority of other creditors when funds are in hand.

NORTH POOL.—The following report has been received from the general manager, who is at present in Cornwall, inspecting the mine:—"I find that the machinery is almost at work, so as practically to command Ballarat and middle lodes. The agents promise (and I think they can and should) to return for the first two weeks in July 60*l.*, and to the third Saturday in August and the third Saturday in September 200*l.* worth of copper ores respectively, or (say) against 600*l.* working costs for the next three months, 450*l.* worth of ores. After this period the mine will be in a fair train of working, and I feel increased confidence, from my present inspection, in the prospective resources of the property, whilst I have no cause to regret any past opinion expressed in its favour."

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market has been more than ordinary dull this week, and the amount of business transacted appears to have been of a very restricted character. The fortnightly account, which took place yesterday (Friday), added very little improvement to the monotony of the week, although it generally tends to create more business in connection with the settlement. Nor has the further decline in the standard of copper contributed anything gratifying; but as the Dutch tin sale have passed, we may look forward to a more satisfactory state of the tin market.

EAST CARADON.—There has been some slight changes in the different ends during the past week, but the aggregate value is about the same as last noticed. The 80 east, on the counter, is worth 5*l.* per fathom; the 80 west, 15*l.* per fathom; the 90 east, 15*l.* per fathom, and the 90 west 5*l.* per fathom. The new lode in the 70, eastern cross-cut south, continues its value.

CRELAKE MINE.—It is highly gratifying to the proprietary to learn that they are so near the completion of the engine-shaft to the 116, which appears to have been the anticipation by the Duke of Bedford, before the western ground should be entered upon. The shaft will be down to that point during the coming week, when it is expected that the company will have permission to drive the upper levels into their new ground, which will not fail to return large quantities of rich copper ore, as all the ends going west are still productive. It appears that upwards of 80,000*l.* has been expended in the development of the mine and sinking shafts (70,000*l.* of which has been returned in profits), and it is to be hoped that, whilst the Duke receives his dues, the outlay and perseverance of the shareholders will be amply remunerated, as there is now a fair prospect before them. The ends north of Bedford shaft, on the lead lode, have improved, and again returning lead ores.

WEST MARIA AND FORTESCUE.—Two important cross-cuts from the 40 and 50 fathom levels are expected to reach the Capel Tor lode in the course of a few days. From the valuable ore ground laid open east and west, in the 20, on that lode, and from the returns formerly made further east, and nearly adjoining Devon Consols boundary, it is expected that very large returns of ore will be made from this lode in the deeper levels. The agents' report, presented to the Devon Great Consols Company, at their last meeting, shows that they have also two cross-cuts north, already extended very long distances (no doubt with a view to intersect this lode, as they were resumed on the discoveries lately made in this mine, thereby proving the importance attached to the development of Capel Tor lode.

GAWTON MINE.—They have intersected the lode in the 50, which, so far as seen, is of a very favourable character, having much improved from the level above. In the 50 the lode produced from 8 to 12 tons of ore per fathom, and on getting towards the end gone down from that level, a valuable lode of improved quality ore may be fairly expected. The 36 west is yielding about 1½ ton per fathom for the part carried; about 12 feet behind a winze is being sunk, in a lode 4 feet wide, worth 2½ tons. Taking into consideration the general character of the lodes, the position of the mine, and the richness of its neighbours, there is every probability of some important discoveries to come off here.

MAUDLIN.—In the 70 east they have intersected the north wall of the lode, and opened on it about 3 ft., and as far as seen it is of a promising character, being similar to that on the other side of the cross-course, composed of gossan, mundic, and grey copper ore. The winze in the bottom of the 70 east is still reported worth 60*l.* per fathom. At the western shaft the 20 cross-cut south is progressing very favourably, the ground is highly mineralised, and looks well for the intersection. Other places are without alteration.

BEDOL-AUR.—The end driving south-west on St. Vincent lode is looking better, and yielding more lead. The end on Brynia lode is in very promising ground, but the lode is not productive. The Coltia Waen lode, in the 38, is looking very well, and producing some good work; there are two ends driving on this lode, both of which are in good branches of lead.

CALSTOCK CONSOLS.—The engine-shaft lode is large, vughy, and orey throughout. The lode in the adit level, which is 55 fathoms deep, is expected daily to form a junction with the south lode, and from the character of the two lodes, a good deposit of ore is fully anticipated, particularly as the former lode was productive for 70 fathoms above and under the 20, from where they made large returns, paid a dividend, and carried over a considerable profit, consequently the development of this level east is expected to open up long and profitable ground. The Danescombe lode east continues large, and spotted with yellow and black ore throughout, and is very promising, and being the Okel Tor and Gawton lode, is evidently the champion lode of the district. JAMES LEE.

From Mr. EDWARD COOKE:—The market still remains inactive, although there are symptoms of a revival of business, and of a better price for metals. The Banca (or rather the Dutch Government) sale of tin is now over. This important sale always weighs heavily upon the metal market for some weeks previous to its taking place. We may, therefore, look forward with confidence to an advance in the price of tin. This would give a great stimulus to the mining market generally, which has been unduly depressed for some time past. I fear the prevaling dulness in all kind of securities may be attributed to the enormous amount of capital that has been absorbed by the various gigantic schemes that have been brought out during the past few years. The large profits professed to have been made by the several financial companies have been sufficiently tempting to induce the public to invest their thousands in them, while they would hesitate to invest at all in mines. The time will arrive when it will be seen how far such large dividends paid by the companies in question were justified by actual results. It should be borne in mind, however, that the dividend of 10 to 20 per cent., as the case may be, is upon the paid-up price of the shares. So that the unfortunate purchaser at 50 to 100 per cent. premium does not, after all, obtain anything like a sufficient dividend to compensate him for his high-priced purchases, and the risk of calls upon his shares. Mines pay their dividends from actual profits. To declare dividends almost simultaneously with making calls—as is frequently the case with many other concerns—is a thing that would be scarcely thought of by any legitimate mining company. There are many mines that will yield the purchaser 12½ to 15 per cent., and in some instances 17½ to 20 per cent., at regular periods, with good prospects of a continuance for years to come. I base this calculation upon the large reserves of ore that are laid open in several of the most profitable mines. The favourite investments with the public, in preference to good mines, has been the financial companies—such as General Credit, International, National Discount, &c. The great decline in aggregate value of the shares in these concerns represent an amount equal to the market value of all the dividend and best progressive mines in the United Kingdom. I, therefore, claim for British mines a front rank position as a medium for investment; and at the present they may be bought into at such prices as cannot fail to be highly remunerative. There are in mines—as well as other securities—various classes, and, therefore, the same care should be taken as is usually observed in the selection of other investments, in order not to buy into mines of a doubtful character. I could enumerate a few mines, both dividend and progressive, that will, I feel confident, advance very much in price during the present year. I have witnessed dull periods like the present, but they have invariably been followed by periods of activity, and after the general elections are over no doubt there will be a favourable reaction. Many good mines have receded to their lowest point now, and any change will be for the better, hence I advise an immediate investment to be made, and not wait until shares are 25 or 50 per cent. higher than they are at the present time. Information has been received from NORTH CHIVERTON, announcing that the lode at the old shaft, in the 40, has been cut through. It is 8 feet wide, 3 feet of it will produce 2 tons of rich quality blende, and the other part is composed of quartz, lead, copper, and mundic; altogether a fine-looking lode. It is important for the future of this mine that such a fine masterly lode exists at the corresponding depth of the rich discovery at West Chiverton, which has opened up during the past two years such immense reserves of lead as will ensure dividends to the shareholders for years to come. I do not pretend to say that North Chiverton will be equally rich, although I only reiterate the opinion of every practical man who is acquainted with both mines, that North Chiverton presents equally favourable appearances as did West Chiverton at the same depth, and I look forward with much confidence to see North Chiverton giving as large a profit to the adventurers upon the money they have invested in it as West Chiverton is now doing to its shareholders. I would here remind my readers that the shares in North Chiverton have only cost those who hold them about 2*l.* 5s. each, and before another 5s. is expended there is every probability of its being a good paying property, seeing that all the machinery is erected, and the principal heavy outlay incidental to a newly opened mine has been disbursed. I, therefore, unhesitatingly state that there is scarcely a safer progressive mine to invest in than North Chiverton.

From Mr. WILLIAM LELEAN:—There has been another week of great depression in all the stock and share markets, English and foreign; and the Funds, as well as almost every description of shares, have declined in their market price. In mining shares, South Caradon, West Seton, Wheal Seton, Chiverton, West Chiverton, Clifford Amalgamated, Providence, and Wheal Grenville have all declined, but with no more good reason, excepting in one mine, than the Metropolitan, Great Western, South Eastern, Caledonian, South Western, Great Northern, Metropolitan District, and other railways had for moving in the same direction. In addition to the causes which, for the present, interfere so materially with speculation in the share market generally, there is the unfavourable state of the metal markets operating very unfavourably on the dealings in mining shares in particular. The low price of tin has so far affected some of the most productive tin mines of Cornwall that, instead of paying good dividends, as they used to do, they are not paying their costs, while the demand for other metals is limited by the various political and other causes that tend to keep the produce markets so flat, and prices so low. Investors and speculators are waiting for a change, and "dulness is the prevailing feature" meets the eye in the City article of almost all the daily papers. How is it that the "commercial axiom of "buying in the cheapest market," as well as the other part of the antithesis, "selling in the dearest," is so far overlooked? A time of depression opens the cheap market, and surely mining shares were never to be had upon such cheap terms as now. There are tin mines in the market which may be bought at a price which will yield 20, 30, and 40 per cent. profit whenever the demand for tin revives; and the present aspect of American affairs, upon whenever the demand for tin revives; and the present aspect of American affairs, upon cially the disappearance of those formidable obstacles which seemed to interpose themselves in the way of restoring "loyal" government in the subjugated States of the South, and the disposition which it is understood that the President entertains to exercise his powers with leniency, not less than with firmness—gives good reason for hoping that the work of pacification and the revival of trade and commerce throughout the great Republic will soon make themselves felt in England as well as in America itself. The relations of the two countries are so intimate, and the commercial interests so linked together, that we cannot but feel the results of every step taken in the course of years and industry on the other side of the Atlantic. The holders of shares in tin mines will be amongst the first to reap the benefits of a revival of business in the American markets. Copper and lead will partake of the benefits of the revived trade, and the mines must share in the gain.

Of the mines to which I would direct special attention this week, the MAUDLIN stands foremost, the result for which they have been for some time past working having been achieved—*i.e.*, the recovery of the lode which was hove south by the cross-course in the east end of the 70 fm. level, and into which they have now driven 3 feet, without having reached the south wall. The lode is precisely of the same character as it was close home to the cross-course on the other side, being composed of gossan, with veins of mundic and grey copper ore. I need hardly suggest the value of this discovery in relation to the anticipations that have for some time been held as to the magnitude and richness of this deposit. The rapid underlay and hardness of the lode have impeded the work in the winze at the bottom of the 70; but they purpose to work this ground from the back of a deeper level, and are, in the meantime, pushing on other points, which are in all respects satisfactory. In the 20 cross-cut south, at the west mine, they are intersecting some branches of the lode, which show good spots of grey copper ore; and at Coombe the workings are being pushed on under favourable circumstances. Everything, in fact, tends to justify our large expectations as to the realisable wealth of these mines. NORTH MINERA goes on well; a discovery made in the 25 fm. level within the last week not only continues, but gradually improves. At the CLIFF SOUTH CHIVERTON the sinking of the shaft is going on in excellent ground, and they say about any other mine this week; but I would recommend for purchase, it will commence building the engine-house early next week. I have nothing particular to

tion to shares in the mines mentioned, a few in EAST ROSEWARNE, EAST CARN BREA, ROSEWARNE CONSOLS, NORTH PHŒNIX, WHEAL CHIVERTON, GREAT LAXEY, NORTH LAXEY, and WEST CHIVERTON, many or few. By the way, I may as well say of the ROSEWARNE CONSOLS—a mine which should occupy a much higher place in the Share List than it does—that the shareholders have at length resolved to place it under a new and much more efficient management, so that they may now rely upon the workings being carried on in a satisfactory manner. I have no manner of doubt that the mine is rich in ore, that skill and patience will reap their wonted reward.—At the Banca sale on Thursday they sold 168,700 slabs, at 58 fl. per kilos.—*i.e.*, 5623 tons, at from 95*l.* to 95*l.* 10*s.* per ton—a better price than was anticipated, so that we may hope the tin market has seen its worst.

FOREIGN MINES.

PORT PHILIP AND COLONIAL GOLD.—The directors have received, by telegram from Suez, the following advices, in anticipation of the Australian mail:—"Quantity of quartz crushed during the month of April, 3300 tons; yield per ton, 5 dwts.; remittance, 1000*l.* Prospects improving."

UNITED MEXICAN.—Guanaxuato, May 22: Mine of Jesus Maria y Jose: A short time since some very rich ore appeared in the south frente of San Bernardo, in that part of the mine where there is the greatest extent of unexplored ground. It continued but a few days, but still it gives the more hope that rich ore may be met with in this direction. In the meanwhile the vein is 7 varas broad, and contains ore 2 varas wide, of moderate ley. The north frente, distant from the south 72 varas, has ore 1 vara wide, in the works of San Carlos, immediately under those of San Bernardo, the south frente has improved, and contains a breadth of 2½ varas in ore; in that to the north the ore is 1 vara wide. The reserves of San Roberto, Santiago, La Trinidad, La Purisima, and San Pablo, contain a good deal of ore, from 1 to 2½ varas wide, a portion being of good ley. In the part of the mine appropriated to buscones, the general state has varied very little, but fewer men have been at work lately; they have been attracted by the hope of greater gains at another mine, and the sales have, consequently, fallen off—2095 cargas of bascon ore in the four weeks have produced $7681, half to the mine account. For the supply of the haciendas, 5070 cargas have been extracted. The month of April shows a loss of $900·92, but the present being a favourable year, the three haciendas, in the same time, give a profit of $3670, the general result, therefore, is satisfactory.—Mine of Guadalupe de la Oscura: With some trifling exceptions, ore has not yet been discovered. The adit of San Julian has cut the vein, but not in a promising state; as there is another vein at no great distance, we are driving on the adit to cut that vein also. In the frente north-west from the adit of El Carmen, 60 varas have been driven, and only one narrow strip of ore discovered; it was, however, rich, and as it appears to make upwards, the frente has been stopped, and a contracielo will be driven in the hope of the ore improving in quantity above. This adit is also being continued, with the view of cutting another vein. It has been necessary to enlarge and timber much of the shaft, and this operation, though nearly, is not quite completed. The outlay during the month of April amounted to $1244·49. I have just concluded another avio (contract) on the same terms for a small mine adjoining, called La Trinidad, and which it is certainly desirable to have in our own hands.

MARIQUITA AND NEW GRANADA.—Santa Ana: No profit and loss account received.—Extract from mine report for April: Stopes in bottom of the 110, North of Winze: The lode averages 7½ ft. wide, and is very rich throughout for dry stamps mineral, producing about 9 tons per fathom; set at $75 per fathom.—Stopes in bottom of the 90, North on George's Branch: The lode or branch is about 3 ft. wide, producing rich branches of dry stamps mineral, yielding about 2 tons per fathom. This station has improved considerably during the past month. If possible I shall employ more hands to work on it this month. Set at $50 per fathom.—Stopes in back of the Adit Level: The lode is about 3½ feet wide, producing good stones of dry stamps mineral; a great improvement is apparent in this station since my last. Set at $60 per fathom.—The new shaft was sunk 4 ft. last month below the 110; it is now 4 fms. 4 ft. below the 110 fm. level. The ground is a little harder than when last reported, and the water very quick, which latter circumstance has made the progress very slow during the past month, and this has been further retarded by the Easter holidays, during which we did nothing but pump water. I hope to sink more ground this month. The skip-road and wire-rope are both in good working order, and we are just now beginning to feel the good effects of the new shaft, which is apparent in the quantity of mineral we now raise to surface.—The 70 Cross-cut, West of North on the Flookan: The ground is easy for driving; it is intermixed with rich branches of pyrites, and has a very kindly appearance to be approaching a lode. Drove 3 fms. 0 ft. 6 in. Set at $257 per fathom.—The 90 End, North of Illingworth's Shaft, on the East Lode: The lode is about 4 ft. wide, with a horse of killas in the middle. It has a branch of mineral on the east side 9 inches wide in the back, and about 3 inches in the bottom of the end; on the western side there is another branch 4 inches wide; these two branches are getting closer as we drive north, and I am of opinion that when they meet it will make a good lode.—Cross-cut east at the 100, South of Lara's Winze: The object of this cross-cut is to cut the east lode at the junction of the flookan, where I firmly believe we shall find a good lode, as good lodes generally make rich opposite each other.—The 120 fm. Level: It has received all of last month to clear this level from accumulated mud and mineral; at present there are men employed driving the south end. I shall drive the cross-cut towards the new shaft as soon as possible. The lode is very large in this level, south of winze. I have not seen the western wall at this point. The mine is dry in all its stations, and we are making good progress in raising mineral for this month.—Marmato Mines for the month of April: Cost, $8663; returns, $8709.—Aquas Claras: Welton's extraction level has been driven about 2 fms.; the cross-course has diminished to about 4 inches in thickness, whilst the hardness of the ground has greatly increased. On washing the stuff from the lodes, both were found to produce a little gold.

COPIAPO.—Checo, May 15: In the 80, east of Price's shaft, on the south lode, we shall stop the chiflon for some time. In the 40, west of Price's shaft, on south lode, the ground in this chiflon is much the same as last reported. In the 50, east of Price's shaft, on south lode, the lode in this end is 1½ ft. wide, producing some good stones of ore. In the 75, at Price's shaft, on main lode, we have stopped the end, and commenced to sink the chiflon in the bottom of the level; the chiflon is 4 ft. wide, producing some good stones of ore. We have also commenced to cut a plat, and to make preparations for sinking Price's shaft: the ground is hard for boring and bad for blasting. The eastern new shaft is still the same, without change. We have commenced about the new whim to-day, and expect it will be finished about the end of this month. Number of men employed in April—Englishmen, 4; natives, 29; desmonte men, 18: total, 51 men.—G. MATTHEWS.

ALTES AND QUÆNANGEN MINES.—Estimated produce for May:—

Mines.	Ore.	Per cent.	Copper.
Quænangen.....Tons	90	7	6·300
Kalpas	22	5	1·100
Old Mine	160	4¾	7·600
United Mines	15	4½	0·675
Total .....Tons	287		15·675

Our general prospects continue cheering, and, if favoured with ordinary luck, good results may be expected during the summer months.—C. TRELEASE.

ALAMILLOS.—June 17: The men are getting on well in the 4th level cross-cut, south from San Rafael engine-shaft, but the ground is hard for driving. The ground is also very hard for driving in the cross-cut north from the same. The lode in the 3d level, west from San Martin, is a little improved—it is worth now 1 ton per fm. The 3d level, east of San Francisco, has changed favourably; the lode is good and strong, and worth 2 tons per fm. The 2d level, west of San Francisco shaft, is worth 1¼ ton per fathom; the lode here is divided into two branches. In the 1st level, west of San Francisco, worth ½ ton per fathom, the lode is small, and the ground hard. The 2d level, east of San Enrique north lode, has become more firm; the lode is improving, and is now worth 1 ton per fathom. The 2d level, west of the same, is still hard and poor. The 2d level, east of San Enrique south lode, is broken up by cross heads or joints, which very much disturb the lode. The 2d level, west of La Madelina, has lately passed through a good piece of ore ground; it is now worth 2 tons per fathom, and is holed to the 2d level, east from Taylor's engine-shaft. The 3d level, east of Taylor's engine-shaft, has entirely fallen off within the last few days. In the 3d level, west from the same, the lode is still unproductive. The 2d level, west from San Adriano, is worth 2 tons per fathom, and is holed in the back to the old workings, under which is a good lode. The 1st level, east from San Yago, is poor, and the lode small. The 1st level, west of San Yago, is improving; the ground is favourable for driving, and is now worth 1½ ton per fathom. The 2d level, east of Crosby's engine-shaft, is started in a strong and compact lode, worth 1¼ ton per fathom. The 2d level, west of Crosby's, is strong and kindly, worth 1 ton per fathom.—Shafts and Winzes: Taylor's engine-shaft, below the 3d level, is worth ¾ ton per fathom. Crosby's engine-shaft has reached the depth for a 2d level, and ends are started east and west; it is worth 1½ ton per fathom. San Jose engine-shaft, below the 1st level, is wet and troublesome to work. In San Adriano shaft, below the 3d level, the ground is favourable, and good progress is being made. In Colocguí's shaft the lode is small. In Esteban's winze, below the 2d level, the lode is large and improving, but continues hard; is worth 1 ton per fathom. Antonio's winze, below the 2d level, having left the slide, is now in a strong and compact lode, worth 1½ ton per fathom. In Gine's winze, below the 1st level, the lode is small and the ground hard; it is worth 1 ton per fathom. Jose winze, below the 1st level, has commenced in a good lode, worth 2½ tons per fathom.

LINARES.—June 17: POZO ANCHO MINE—West of Engine-shaft: South Lode: The 110, west of No. 138 winze, is worth ½ ton per fathom; the lode is large and strong, producing good stones of lead. The lode in the 61 fm. level, west of Crosby's engine-shaft, has very much improved, and is now worth 2 tons per fathom. The 51, west of the same, is also worth 2 tons per fathom; this is opening a good piece of tribute ground.—East of Engine-shaft: The 110, east of engine-shaft, is worth ¼ ton per fm.; the stope in the back of this level is yielding good stones of lead. In the 95, east No. 144 winze, the lode is very large, chiefly composed of calcareous spar, and yielding occasional stones of lead.—North Lode: The lode in the 85, east of No. 135 winze, is very common, but not producing enough lead to value.—Shafts and Winzes: The men are getting on very well with the sinking of St. Tomas engine-shaft, below the 110. The lode has slightly fallen off in Warne's shaft, below the 61, and is now worth 1½ ton per fm. We have fixed bearers, cistern, and drawing lift in Crosby's engine-shaft. The men are now easing and dividing the shaft from the 51 to the 61, and making preparations for sinking below the 61. The ground is very hard for sinking in Field's shaft, below the 75. The lode has improved in No. 145 winze, below the 95, but the water renders sinking very difficult. No. 143 winze is holed to the 110. In Padilla's winze, below the 85, the lode is large, producing good stones of lead, worth 1 ton per fathom, but sinking is difficult. The lode is very wide and strong, containing good stones of lead, worth ½ ton per fathom in No. 146 winze, below the 85.

CAPULA.—C. Paull, May 23: Having been appointed to succeed Mr. Bray in the management of the works at Capula Mine, I beg to forward you the following remarks. The horse-engine commenced by my predecessor is on a very expensive scale, and would take several months to complete, as the greater part of the iron-work required is still short; consequently, I considered it more prudent to erect a simple engine to work with single crank 5 ft. 6 in. stroke, of sufficient power to draw the 7-inch lift ordered by Mr. Bray, which will be put up in much less time, and for a quarter less the expense. I am promised all the ironwork for it next week, and in about ten days after the whole will be completed. The ground in the Esperanza west is very hard for driving: present price $50 per vara; the metal is of good ley, assaying from 16 marcs upwards, with native silver; several stones assaying over 100 marcs per marton (800 ozs. to the ton). I think a great quantity of the best has been stolen, their being no door to prevent the men from going in and coming out at their pleasure. I have put four men to rise in the Esperanza level at 15 varas from end on a branch of good ore. After this week I intend putting them to stope east and west, to increase the extraction, so as to get a torta of 10 montons with as little delay as possible. The silver from torta No. 4, 149¾ marcs (1198 ozs.) will be sent to Mexico by the next conducta.

NEW WILDBERG MINES.—James Sanders, June 24: Carter's shaft is now about 4 fl. below the 40 lachter level; the ground is very hard, and a great quantity of water is issuing from it. In the 40 lachter cross-cut south the ground is composed of eastefer (clay-slate). The cross-cut north in the same level is in grauwacke, but as yet no lode has been met with in either of the cross-cuts. The 30 east is communicated with Conder's sink. The driving will now be continued east from the sink but I regret to say the lode is poor at present. We are now stoping the back of the level, west of the winze, where the lode at present will yield about 3 tons per lachter for 3 lachters in length. The lode in the level driving west from the same sink, 5 lachters below the 20 lachter level, will yield 3½ tons per lachter. The 20 driving east, in Davey's workings, is poor at present. The sink below the level is worth 1½ tons of ore per lachter. The stope above the level is worth 3 tons per lachter. In the 20 east, from Michael's shaft, the lode is worth 1 ton per lachter. In the deep adit east, on the supposed Johanne's Trim, the lode is much the same as last reported, worth 3 tons per lachter. The lode in Beck's workings will yield about 2½ tons per lachter. The tribute pitches are much the same as for some time past. The ore for the month of May was weighed to-day, the particulars of which will be forwarded to you. I regret to say that we have not as yet been able to obtain any additional hands, and consequently we are not opening out the ground at the different points as fast as we could wish.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

BEDOL-AUR MINE continues to look promising. Two or three lodes in the sett are now very productive, averaging ¼ ton of lead ore per fathom. Preparations for sinking and exploring the lodes at a greater depth are being made, and it is expected that in the course of a few months large and regular returns will be made. The agents report that in a short time two very valuable lodes will be intersected, and from their value in the adjoining mines, it may be expected that they will be cut rich.

NORTH TRESKERBY has much improved in the 110 west, and is in a fair way of realising the expectations of the adventurers. The shares are selling at about 2¼ to 2½, which is 13,000*l.* for the mine. Wheal Rose, an adjoining mine, is selling at 30*l.* per share, or 60,000*l.* for the mine. Now, North Treskerby must be remarkably cheap, or Wheal Rose remarkably dear, as it is said that one mine is as good as the other.

At DOLWEN, one of the mines of the Clara United Company, the discovery we noticed a few months back, as made in an old shaft sunk on the run of the great Frongoch lode, has since been energetically and systematically proved, at considerable expense, by driving an adit under the old workings. The communication was made about a fortnight back, after which the lode has been broken away east of shaft, and it is now yield from 15 to 20 cwts. of lead ore per fathom. We congratulate the company on its success; the perseverance of the executive is well known—for instance, at Bronfloyd, and we hope the Clara Company may have as good a mine. At this company's other mine (Llywernog) there is a good lode going west in the 50, yielding a fair mixture of lead and blende ore.

WHEAL ARTHUR.—In consequence of the recent death of several large shareholders, and the absence of any discovery in the sinking of the north shaft, it was thought desirable at the last general meeting of shareholders to suspend operations, and dispose of the mine, machinery, &c. This property is situated near the Devon Great Consols, and even now, upon a comparatively small outlay, would seem to possess good chances of success. As far as the machinery is concerned (the sale of which is advertised in another column), it can be safely stated to be of the very best description, and is well worthy the attention of mining adventurers or the purchasers of mine materials.

GREAT NORTH LAXEY.—The report received this week is most important. They have begun to drive the new 72 fathom levels, which are already improving, and good discoveries are expected soon. The winze from the 50 to the 60 has been completed, and has laid open some ground which will likely yield a considerable quantity of ore. A most important improvement has taken place in the deep adit, where the lode yields lumps of lead. This level is going into new ground of immense height.

BRONFLOYD UNITED.—The trial cross-cut, known as Barton's, was put out from the 52 fm. level (without reference to the deposit from whence the present returns and large profits are made, but, in fact, between 50 and 60 fms. east thereof) to test whether the lode, which gave such good returns around the shaft above the 40, in 1859–61, held down to the 52, after the slide in that level (40) had disrupted the ground. The result of the trial so far is not satisfactory; but as the ore in this mine dips east, the lode having a northern underlie, while the slide in depth went off west, it is quite possible that, by continuing a level eastward from the northern end of this cross-cut, we may yet meet with success. At any rate, it is a trial which should be made, as it is a legitimate expenditure of part of our profits, and with success at this depth it would be equivalent to giving to the company a new mine of wealth: 105 tons of ore have been sold this quarter for 1427*l.*, at a cost of about 700*l.*; but part of that profit has been expended in the purchase of the excellent machinery which stood on East Bronfloyd Mine.

LIABILITY OF SHAREHOLDERS.—In the matter of the Adelphi Hotel Company (Limited) an appeal was lately decided by the Lords Justices, upon the following facts:—A Mr. Best, in October, 1862, applied for twenty shares in the company, and paid a deposit of 10s. a share on that number. The application was in the usual form, agreeing to take the shares, or any less number that might be allotted. No allotment was ever made. About a twelvemonth afterwards a winding-up order was made, and it was then sought to include Mr. Best's name in the list of contributories to the liabilities of the company to the extent of the number of shares he had applied for. Mr. Best objected, but the Master of the Rolls decided that he was liable as a shareholder. Indeed his Honour went the length of saying that the only question was whether Mr. Best was liable to the full amount of the debt incurred upon the formation of the company, or only to the extent of the limited amount for which he had subscribed. The order, however, was that his name should be inserted in the contributory list as liable to the extent of twenty shares. The Lords Justices have reversed this decision, holding that, as no allotment of shares had been made, there was no contract binding upon Mr. Best as a shareholder. It may be mentioned that it was observed by the Master of the Rolls that an actual allotment was not, in such a case, material, "because if a certain number of persons associated together to form a company, incurred debts, and then found they could not form the company, they must pay the debts." It is, however, to be remarked that here Mr. Best was not one of the promoters of the company, but was an outsider, attracted by the company's prospectus to apply for shares, an allotment of which he never got; and as his deposit money was made use of by the promoters of the company he might probably be regarded rather as a creditor of the company, than a shareholder liable to contribute to the debts.

COMPOSITION DEEDS.—In the case of Martin *v.* Gribble, the Court of Exchequer held that a composition deed was invalid, as it made the signing it a condition precedent to receiving the composition, and placed a non-assenting creditor on a different footing from one who had executed the deed. "In this case (said the Lord Chief Baron) the plaintiff is entitled to nothing without signing the deed, and that is not what the statute intended, but that all the creditors should be in the same position, whether signing or not." Mr. Baron Bramwell added:—"It is true that the state of the law on these matters is not satisfactory, but it should be borne in mind that it is not so easy to draw up an Act of Parliament as to pick holes in one, and it should also be observed that the Courts have to do with the worst aspect of the statute, and they see nothing of the numerous cases in which those deeds are successfully worked without the necessity of a recourse to litigation."

RECENT AMERICAN PATENTS.

GRINDING AND AMALGAMATING ORES.—Mr. M. B. Dodge, New York, claims—attaching the shoes to the muller by pivots, or in such manner that they will work or adjust themselves from a centre, or from a hinged or pivoted point with or without springs, substantially as set forth.

WASHING ORES.—Mr. Jas. Watson, of Cliff Mine, Michigan, claims—the use of a long tie or trough suspended so as to vibrate against a revolving cam or other device for giving to it a vibrating shock, in combination with a series of movable stops, constructed and arranged substantially, as and for the purposes set forth.

ROLLING MILL.—Mr. Elbridge Wheeler, of Feltonville, claims—uniting the projecting ends of the rolls or shafts by means of a link or yoke. Also the holding of the section of dies or rings or their shafts by means of screw threads cut upon the shafts, and a nut or nuts run up against them. He also claims the fitting together of the sectional rings or dies by means of counter sinks upon one and a projection upon the next adjacent one, to break the joint between them, and thus prevent the forming of a pin upon the article being rolled substantially as described.

ROCK DRILLS.—John Y. Smith, of Alexandria, Va., claims—1. A rock drill, composed of three or more cutting blades, when recessed in the centre or at the point of intersection of said blades, substantially as set forth.—2. Forming the cutting edges of a three or more bladed rock drill by bevelling one side of the said blades, in such manner as to tend to rotate the drill when striking a blow, and to tighten the screw joint, substantially as set forth.—3. Forming cutting edges upon the recessed portion of the blades, substantially as for the purpose set forth.

PREVENTING OXYDATION OF IRON AND STEEL.—According to the patent of Mr. J. B. Chambeyron, of Paris, it is proposed to prevent the oxydation of iron and steel by the forced incorporation of volatile metals having little affinity for oxygen. Tinning, zincing, and leading only give incomplete results, and Mr. Chambeyron has discovered that it is only by incorporating into the iron itself, and to a certain depth, a metal or an alloy little affected by the action of oxygen, and considered practically inoxidisable, that iron and steel can be protected from oxydation in sea and other acidulated waters. The means he employs are to introduce zinc alone in the state of vapour into the iron or steel when they are only to be exposed to the contact of oxygen, and to a volatile alloy or compound composed of tin, lead, and zinc in suitable proportions. The proportions are about one-fifth of lead, one-fifth of tin, one-fifth of zinc, but they may vary when the iron is to remain in corrosive waters. A high temperature being necessary to vapourise the metals to be incorporated. The operation is performed in cementing chambers. To each of the cast-iron heads of the upper retorts is adapted a tube, the lower extremity of which is immersed in the retort, and the upper extremity is terminated by a funnel, which has underneath a spheroidal reservoir, furnished above and underneath with a tap for shutting off communication either with the retorts or with the interior of the reservoir. The metals to be incorporated are poured in a state of fusion into this funnel, whence they fall into the retort, the high temperature of which converts them very quickly into vapour. In case the pressure obtained by the vapour is not strong enough to produce the incorporation, he causes a part of the gas to flow from the gasometer, where it is held in reserve, into the retorts. When the metallic vapours have been incorporated in the pores of the iron or steel they will be condensed there by a lowering of the temperature, which is preceded by the introduction of a certain quantity of borax, which by its volatilisation in the apparatus will fix the incorporated metals. The retorts will then be opened, after having ascertained by means of a pyrometer that the temperature has fallen below that at which the volatilisation of the most volatile metal takes place.

MANUFACTURE OF TIN AND TERNE PLATES.—To prevent the bulging of the plates by the tongs in removing the plates from the tinning-pot to the washman's pot, Mr. G. Leyshon, of Burnt Tree, near Tipton, proposes to effect the removal by mechanical means.

The Paris Société d'Encouragement pour l'Industrie Nationale has offered a prize of 60*l.* for an ink which will not corrode steel pens.

HOLLOWAY'S OINTMENT AND PILLS—EFFECTUAL AID.—In the sad time of sickness it is cheering to know that a remedy does exist, and that it can be procured at a little cost. Holloway's ointment and pills are always useful in relieving pain, in reducing inflammation, and regulating disordered actions. They never can be misapplied, nor can they under any circumstances cause mischief. They are a blessing to the rich when tormented by indigestion, skin diseases, &c., and a precious boon to the poor when struck down by illness. Holloway's medicines should be in the possession of all soldiers, sailors, and emigrants, who will then be in a position to ease pain, and cure disease, when medical assistance cannot be obtained.

Mining Correspondence.

BRITISH MINES.

BAGTOR.—W. Hosking, June 29: Prosper engine-shaft is now sunk 10 fms. below the 16; the ground is gradually becoming easier for sinking, and the lode more defined; we intend continuing the shaft 5 fms. deeper before we commence to drive on the course of the lode, at which depth, if it continues as good as gone down in bottom of the 16 (of which we have no doubt), we shall be able to lay open profitable ground. The lode in the 16 end, driving west of engine-shaft, is 1½ ft. wide, and producing a little tin; the ground in the end is at present hard; we are, however, expecting an early change, more favourable to progress and production. We are, in common with most mines, much in want of surface water in consequence of the long drought, during which, however, we have formed a good sized reservoir in order to prevent as much as possible a recurrence of our present inconvenience.

BEDFORD UNITED.—J. Phillips, June 28: We shall take down the lode in all the ends in the mine this week, so as to give a full report next.

BEDOL-AUR.—June 28: The lode driving north at the 70 is 2 ft. wide, composed of spar, clay, calamine, sand, and lead, worth for the latter 5 cwts. per fathom. The stope south on St. Vincent's lode is yielding 6 cwts. per fm. The Cortia Waen lode is 18 in. wide, worth for ore ½ ton per fm. The Golden Shoe lode, driving east, is 1 foot wide, yielding ½ ton per fm., with a promising appearance. Next Friday will be the settling-day, when the new shaft will be set to sink by eight men. We have about 8 tons of lead at surface.

BILLINS.—F. Evans, June 29: We are driving out the 80 with full force; the lode is large and promising, with occasional stones of lead. We shall press on towards the ore ground as quickly as possible.

— F. Evans, June 29: Since sending report to post we have cut a part of the lode in the cross-cut. The 70 east is the point which I showed you, and the object is to see if a run of ore seen in the shaft above the 70 will make eastward; the lode so far shows a little lead, but we shall see more of it in a day or so.

BOTELET.—James Trevillion, June 28: We have cut through the eastern lode in the 36, and have commenced driving south. The part we are carrying is about 3½ feet wide, and has a kindly appearance; in it we find capel, white iron, and stones of lead, but not yet sufficient to value. The winze in the bottom of the 36 is down 6 fathoms, for the time suspended, and the men put to open on the course of the western lode, in the 36; in a short time we shall put up a rise to communicate with the winze, which will ventilate this part. In the 26 north the lode is 3 feet wide, worth 3 cwts. of lead per fathom. The stope in the back of this level will yield full 4 cwts. of lead per fathom. On Saturday next we shall offer for sale two small parcels of silver-lead ore (computed) together about 18 tons.

BOTTLE HILL.—J. Eddy, June 28: We have communicated our rise from the 24 to the 12, where we find the lode full 12 ft. wide, producing good stamps work throughout. We have now nearly 1000 fms. of ground laid open, and judging from the appearance of the lode it can be taken away and leave a good profit to the adventurers. I hope to complete cutting down shaft, &c., and commence drawing away tinstuff from the 24 in about a week from this time. Our parcel of tin sold last week was only 4½ tons; price per ton, 55*l.* 2*s.* 6*d.* I believe if we had water for stamping and drawing so as to return the tinstuff now broken in the mine, we should have sold full 9 tons, which would have left us a good profit. We have commenced cutting our new leat, and hope to complete it by Saturday next; this I believe will give us a good supply of water both for drawing and stamping in the dry summer season.

BRONFLOYD UNITED.—Thos. Kemp, June 28: The stopes above the 52 have improved during the last week, and are now worth 35 cwts. of lead ore per fm.; the lode continues very hard. Being satisfied that Barton's cross-cut is now through the lode, I have, as directed, put the men to open a level east from the end of cross-cut, such level to carry the north wall of the lode; it is composed of blue slate and spar, spotted with lead and copper, and has a promising appearance. The stope in bottom of the 40 continues without change, producing 30 cwts. of lead ore per cubic fathom. The new shaft, sinking in the ground over these workings, is now down 3½ fathoms; the last 10 ft. in rock, and with more water than I expected to see, considering that the ground is taken away more or less from the 17 to the 52. All the machinery is in good order.

BRYN GWYN.—H. Nottingham, June 27: The sump on the north side of incline, east of shaft, is very hard, the joint being quite close in the bottom, and as we are near the heading or bottom of the flat, and no indications of ore to be seen, we have stopped sinking, and commenced to drive out north from sump 2 fathoms from bottom; here we have a wide joint, containing some small lumps of ore. The level driving south from sump, on the south side of incline, is yielding nice lumps of ore occasionally, and ground easy for driving. The No. 2 joint going west from Clark's level is suspended, and the men brought back to stope away some ore ground about Clark's level, where the lumps are much better for making round ore. The level driving north-west from cross-cut, in the bottom of incline, has improved for lead, and looks more promising for a continuance. The level driving north-east from the bottom of incline is rather slow for progress. No change in the character of the ground. We have sent off 1 ton of round ore to-day, which is sold to Mr. Eyton, at 15*l.* 5*s.* per ton.

BRYNTAIL.—J. Roach, June 29: The lode in the 30 east is without material alteration since my last advice, still containing blende, carbonate of lime, and spots of ore; the lode in this level west is 4½ ft. wide, consisting of compact millstone grit, charged with ore throughout, and worth from 8*l.* to 10*l.* per fm. The stope commenced 5 fms. behind the end is worth 5*l.* per fathom. I have suspended the 20 east for the purpose of sinking the winze to meet the 30 when driven far enough; this is commenced in the ore ground passed through in the level, the value and character of which I will give you in my next.

CARADON CONSOLS.—Wm. Rich, June 27: We are urging on the south cross-cut with six men as fast as possible; the ground is easy for driving, and looks congenial for copper.

CASTELL CARN DOCHAN (Gold).—J. Parry, June 28: I have no alteration to report from the mine. Our stamps and the other machinery as well are all at work regularly. The weather has been unusually dry for several weeks, but our supply of water has kept up very well. In my next report I shall be able to give an account of the produce of the three weeks' working, together with particulars.

CEFN CILCEN.—T. Hughes, June 29: Susan's Shaft: The lode in the 80 east is 3 ft. wide, composed of carbonate of lime, limestone, and blende—a very strong and promising lode. The stope in the back is worth 8 cwts. of lead per fm., and improving as we rise up.—Office Shaft: The cross-cut driving north at the 40 yard level is much the same as last reported.

CENTRAL MINERA.—Thos. Hughes, June 29: Victoria Shaft: The sinking below the 40 yard level progresses as fast as the nature of the ground will admit, it being composed of chert and spar, of a very encouraging character. The winze sinking below this level is the same as last reported. We have commenced to drive west from the winze; the lode is very promising, and yielding good stones of lead.—Edgworth's Shaft: The pitch in bottom of the 50 is worth 8 cwts. of lead per fm.

CHIVERTON MOOR.—James Juleff, William Bennetts, June 28: The engine-shaft is sunk 35 fathoms from surface; the ground still continues favourable for sinking. We have cleared up the flat-rod, or old shaft, to the bottom of the former workings, 30 fathoms, and are down 2½ fathoms deeper, and still sinking in a good channel of ground. The 30 east, from this shaft, has been cleared and secured 32 fathoms, but we have not yet reached the end; in clearing this level we have met with some good stones of silver-lead ore. We are also sinking on the course of the lode a small trial shaft, north of the engine-shaft. We are down 7 fathoms, and have cut some good stones of silver-lead, mundic, and gossan; the lode has a most promising appearance.

CLARA UNITED.—James Lester, June 28: Llywernog: The winze is now down 9 feet below the 40; the lode is 2 feet wide—a mixture of lead and blende. In the 50, west of shaft, the lode is without alteration—a fair mixture of lead ore, but the lode is so wide we only carry part of it in driving. When the drawing-machine is erected, the lode left standing on the south side of the level will be stripped down.—Dolwen: The yield of the lode now being taken down, east of the communication with the old workings, is much better than I expected for so shallow a depth; it will, so far, turn out from 15 to 20 cwts. of lead ore per fathom; a more promising lode cannot be seen.

CLIJAH AND WENTWORTH.—R. Pryor, W. Pryor, C. Glasson, June 29: Bucket's Lode: The men in the rise in the back of the 70 fm. level are now engaged in making the necessary preparations to put the water out of the shaft, as the ground between the rise and the 50 fm. level is about spent; and, judging from present appearances, we hope to have the water drained and the rise communicated to the 50 fm. level within about three weeks' time; this is an important point.—Whitford's Lode: The lode in the 30, east of cross-cut, is 3 ft. wide, and just the same as when last reported on; set to four men, at 6*l.* 10*s.* per fm. The lode in the 20, east of rise, is 2 ft. wide, producing a little tin; set two men, at 3*l.* per fm., and 7*s.* in 1*l.* tribute; this end is all in whole ground. This level to drive west of rise, by two men, at 3*l.* per fm.; in a lode 2 ft. wide, and worth 5*l.* per fm. We have also set on this and Bucket's lode 12 tribute pitches, varying in tribute from 8*s.* to 13*s.* 4*d.* in 1*l.*, and as soon as the rise is communicated, we shall be able to set more pitches on tribute.

CLOWANCE WOOD.—E. Chegwin, June 27: In the 20 cross-cut, driving north of engine-shaft, towards the north lode, the ground is not quite so favourable, and we are getting on well with all our surface work.

CROWAN AND WENDRON.—R. Reynolds, June 27: The engine-shaft is cased and divided to the 36, and the stuff lying in the levels is being cleared as fast as possible. The shaftmen are cutting ground in the bottom of the 36 for bearers and cistern. The carpenter is preparing a balance-bob to connect to the engine. We have two masons building the bob-stand, and all operations, both at surface and underground, are being pushed on with all possible speed.

CROWAN CONSOLS.—J. Vivian, June 28: The ground in the engine-shaft under the 30 is rather improved for sinking through. In the 30 driving east, on Dumpling lode, the lode is 4 ft. wide, very compact and regular, composed principally of spar, intermixed with blende and copper ore. We have not reached Curtis lode in the 20 fm. level cross-cut, but are still driving at the rate of 5 fathoms per month.

CWM RICKET.—R. Jones, June 29: We have made but little progress in driving the 10 cross-cut owing to the scarcity of water, but we had heavy rain last night, and I trust we shall now get on better in driving to intersect the lode, which I do not doubt will be cut productive for lead. We are costeaning to find the large lode crossing from Rhydybenach; this lode is 12 ft. wide where it crosses the river into our sett, and contains strings of lead.

DEVON AND CORNWALL UNITED.—T. Neill, June 27: The winze in the 12 is worth 8 tons of ore per fm. The winze in bottom of the deep adit is worth 6 tons. The rise in the back is worth 6 tons.—William and Mary: In the 34 east we are driving by the side of the lode. The lode in the 22, west of engine-shaft, is very promising, producing good stones of ore. The 22 east is worth 10 tons per fm. The winze in the bottom, sinking on the south side of the lode, is worth 5 tons per fm. Two stopes in the back of this level are worth 10 tons each. The lode in the whim-shaft is worth 7 tons per fathom—a fine looking lode. The 22 west is worth 8 tons per fm.

DYFNGWM.—E. Davies: Both ends in the 82 are richer than for some time. The 82 west especially is improving. The important discovery of lead ore on great Esgair-galed lode, in Cyfartha level, continues to open up rich. There are sufficient backs above the adit level to give productive ground for years.

EAST BOTTLE HILL.—J. Eddy, June 28: We have just cut into the capels of the lode to-day, bored a hole into it 2 ft., and found it produce tin of good quality; a few days working on it will test its size and quality. I hope to give a good report next week.

EAST CARADON.—J. Seccombe, June 28: Caunter Lode: The 80 east is worth 5*l.* per fathom; the 80 west, 15*l.*; the 90 east, 12*l.*; and the 90 west, 5*l.* per fm. The new lode in the 70 eastern cross-cut south is worth 5*l.* per fm.

EAST CARN BREA.—T. Gianville, J. Scholar, June 28: We have sampled to-day 801 tons of copper ore.

EAST CHIVERTON.—J. Nancarrow, June 28: The engine-shaft is sunk to the 60, divided, cased, and footway all fixed at this level complete. We commenced this day to drive the cross-cut towards the south lode, which we shall push on with all speed. The ground will be rather spare for driving for a little while, but as we get near the lode we expect the ground much easier. No change in the north shaft cross-cuts since my last; still good ground for driving, and in a good channel for lead.

EAST DARREN.—June 28: The lode in the 116, east of Taylor's shaft, will produce from 3 to 4 cwts. of lead ore per fm. The lode in the 104 east is from 6 to 7 ft. wide, producing 1¼ ton of ore per fm. In the winze sinking under this level the lode is 7 ft. wide, producing 1¾ ton of ore per fm. The lode in the stope in back of the 104 will produce 12 cwts. of ore per fm. In the winze sinking below the 92 east the lode is 3

to 4 ft. wide, yielding saving work for dressing of a low quality. In the stope over the 92 the lode will yield 2 tons of ore per fm. The lode in the 92 west is large, producing stones of ore, but not to value. The lode in the 80, east of Taylor's, is from 2 to 3 ft. wide, producing spots of ore at times, but not to value. In the stope over this level the lode is producing 6 cwts. of lead ore per fathom. The lode in the 68 east will produce 1¾ ton of ore per fm. The lode in the stope over the 68 will produce 1¼ ton of ore per fm. In the 80, west of Reed's shaft, the lode is small and unproductive, being discordered by a cross channel of ground. We have sampled 75 tons of lead ore.

EAST GUNNISLAKE AND SOUTH BEDFORD CONSOLS.—W. G. Gard, June 29: We are driving by the side of the lode in the deep adit, and to-day have met with a vugh in the north side of it, but as yet can say nothing of its size and contents. We have, within the last few days, had a considerable increase of water in this level, which induces us to believe we are now fairly through the disturbed ground, and may look forward confidently to an early improvement. There is no other point requiring notice.

EAST LAXEY.—W. H. Rowe, June 28: The engine-shaft, on No. 2 lode, is now being squared down to the sole of the adit level; from being a foot to the hanging, or east, it will probably be a fathom or more before it will enter the body of the lode. This we deem of great advantage, both in regard to keeping up the adit water as well as allowing a greater perpendicular height from the end of the bob. The masons will have the wheel-case to the necessary height to-morrow, and preparations are making for getting up the axle, &c. In the adit end, driving north on No. 1 lode, we have been getting nice stones of quartz, mixed with lead and jack, but the lode continues small.

EAST PROVIDENCE.—T. Uren, Wm. White, June 28: We shall complete cutting the plat in the 70, at Boorman's shaft, in about a week, and commence to sink below this point. In the 70, east of Wilson's shaft, the lode is producing stones of tin. In the 60, east of junction, the lode is worth 6*l.* per fm. In the 50, east of the cross-cut, the lode is worth 8*l.* per fm. In the winze sinking below the 50 the lode is worth 6*l.* per fm.

EAST ROSEWARNE.—John James, June 29: In the 85, east of Hallett's shaft, the lode is 9 in. wide, worth 8*l.* per fathom. The 85 west is without change to notice. In the winze sinking below the 75, east of Hallett's, the lode is 9 in. wide, worth 7*l.* per fathom. In the winze sinking below the 75, west of Hallett's, the lode is 2 feet wide, worth 25*l.* per fathom. In the 75, east of King's, the lode lode is 15 in. wide, with a promising appearance, and producing good stones of ore. In the 75, west of King's, the lode is 18 in. wide, worth about 20*l.* per fathom. In the 65, west of King's, the lode is unproductive. In the winze we have just commenced to sink below this level the lode is 1 ft. wide, worth 16*l.* per fathom. The stopes throughout the mine are much as reported last week. We sampled on Tuesday last (computed) 201 tons of our usual quality ore.

EAST SNAEFELL.—W. H. Rowe, June 28: The lode in the forehead of the deep adit, driving south on No. 2 lode, is large, being from 5 to 6 feet wide, but still unproductive. In the new adit driving north the rock is now as high as the level, and we expect soon to find the lode in more settled ground. No change to notice in the adit driving north on No. 1 lode.

EAST ST. JUST UNITED.—J. Carthew, P. Casley, June 28: The Cranjack shaft is complete to the 10, and we have commenced the sinking below in a very kindly lode, 18 in. wide. The engine-shaft we hope to have completed to the adit this week; the masons have began building the boiler-house, and the engineers are getting on well with their work; in about three weeks they hope to have the engine ready to work.

EAST WHEAL FLORENCE.—W. Verran, June 29: We have within the last day or two broken some good stones of ore in the deep adit, which is being driven east on the course of the lode, and have good reason to expect a speedy improvement as we get further into the hill, as well as from the fact that in sinking a small air-shaft on the course of the same lode, about 11 fms. east of the present end, we have lately had some excellent specimens of black and yellow ore, while the lode is regular and well-defined, and promises at a comparatively shallow depth to be productive of large quantities of mineral. Altogether the mine is looking healthy, and is likely to prove a most valuable property.

EAST WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, June 28: There has been no lode taken down in the 85, east of the engine-shaft. The lode in the 85 west is 20 in. wide, of quartz and peach, producing stones of yellow ore, and a little tin. The lode in the 75 east is 15 in. wide, producing stones of ore and a little tin, looking more promising. The ground in the 75 cross-cut north is very favourable for driving, and with which we are making good progress. There is no change in the 75 west. The lode in the stope above this level is worth from 20*l.* to 25*l.* per fm. Two stopes above the 65 west are worth 8*l.* and 6*l.* per fm. The lode in the 55 west is 20 in. wide, and worth for ore and tin 12*l.* per fm. We shall sell a good parcel of tin to-day—about 6 tons.

EAST WHEAL LOVELL.—R. Quentrall, June 28: We have holed by a borer from the south shaft to the rise above the 40, on the south lode; we have about 2 ft. of ground more to spend to have a proper communication; after this is done we shall commence stoping east in good tin ground, worth 60*l.* per fm. On the turnpike and middle lodes there is not much alteration, both producing a little tin.—North Lode: We have not driven far enough west to ascertain where will be the proper place to resume sinking; the lode is 6 ft. wide, worth 60*l.* per fm. for driving. We have commenced stoping the back of the 40, east of the diagonal shaft; lode worth 30*l.* per fm. and upwards.

EAST WHEAL RUSSELL.—J. Goldsworthy, June 28: Homersham's Shaft: The work in the 140 fm. level is progressing satisfactorily. In the 130 fm. level, east of Soper's cross-cut, driving on the south part of the north lode, the lode or part being carried is improved, and produce 1½ ton of copper ore per fm.—a fine looking lode; the driving west being by the side of the lode. The lode in the 130 fm. level east is 3½ ft. wide, producing 2½ tons of copper ore per fm. There is no change in any other part of the mine to notice since last reported upon.

EAST WHEAL VOR.—J. Pollard, June 28: In the engine-shaft, sinking below the 80, the ground is harder for progress; the lode is very much the same as last reported. In the 70, driving west, the ground is easier for progress, but there has not been any lode taken down this week.

FRANK MILLS.—J. P. Nicholls, J. Cornish, R. Andrew, June 28: The part of the west lode we are carrying in the 115 north is 2¼ ft. wide, consisting of quartz, white iron, and a small branch or leader of lead ore, but not enough of the latter to value. As it is now taking a direction too much easterly, we think the main and most productive part is still standing to the west; we have, therefore, this day put the men to drive a cross-cut in that direction. The 84 north, going in over the 100 fathom level stopes, is driven 2¼ fms.; here we have a splice or part of the lode coming in from the west side, consisting of friable quartz, blende, and lead ore, and widening as we advance; its character and general appearance are much the same as in the stope below; we may, therefore, expect an improvement here shortly. The 45, north from engine-shaft, is without any change. The north stope, in back of the 100, is yielding ¼ ton of lead ore per fm. The stope adjoining, in the back of this level, is yielding ¾ ton of lead ore per fm. The lode in the north wide stope, in back of the 45, is yielding 1¼ ton of lead ore per fm. The lode in the wide stope adjoining is yielding 2 tons per fm. The ground in the new north air-shaft is a little stiffer, but we are still making good progress in sinking. The tribute department, on the whole, is much the same. We regret to say the air is still rather defective throughout the bottom and north part of the mine.

FURSDON.—J. Collins, June 29: Our progress in sinking the engine-shaft this week is slow: sunk 2¼ ft. We hope to sink faster in future. Not much is being done in the cross-cut north at 21 fm. level, in consequence of the hindrance referred to last week; we are in a position to work faster in future. The pitch in the bottom of the 21 fm. level is yielding the usual quantity of ore—from 3 to 4 tons per fm. No change to value in the pitches in back of 21 and back of 11 fm. levels. We have set a pitch in back of adit level to two men, at 13*s.* 4*d.* in 1*l.*; this pitch is looking favourable for improvement. We expect to sample to-morrow, for this month, about 40 tons of ore.

GAWTON COPPER.—Geo. Rowe, June 27: The 50 cross-cut north from the new engine-shaft has been extended 18 fms. 2 ft. 7 in. during the past four months, making a total distance from shaft of 30 fms. 4 ft. 7 in. The principal part of the latter 4 fms. 2 ft. of this drivage has been through the capel of the main lode, but the last 6 ft., and now in the present end, the lode is changed in character, being composed principally of quartz, prian, and mundic, thickly spotted with ore—altogether a very fine looking lode; in fact I have seldom seen such a strong, healthy looking lode fall in making an abundance of ore, which we have every reason to expect, judging from the fact that the lode gone down in bottom of the 36, some 20, 30, and 40 fms. to the east is worth 8, 10, and 12 tons per fathom; and having obtained at this (50 fm.) level, 23 fms. of backs between the 36, we have every reason in calculating on raising some thousands of tons of ore. The 36 fm. level west has been extended 5 fms., making a total distance from the old engine-shaft of 197 fms.; the part of the lode being carried in the present end is 3 ft. wide, producing 1¼ ton of ore per fathom; the capel part is still standing to the south; when last cut through it was found similar in character to that described in the 50 cross-cut below. About 2 fms. behind the present end a winze-plat is being cut, and a winze sunk, now down 6 ft., where the part of the lode being carried is 4 feet wide, producing 2¼ tons of ore per fathom. For the further prosecution of this property during the coming four months I think it will be most advisable to confine our principal underground operations to making every possible exertion to thoroughly ventilate the old workings, by sinking the winze below the 36, and putting up a rise in the back of the 50 as soon as convenient, to form a communication therewith; in the meantime to continue the drivage of the 50 fm. level east of cross-cut, on the course of the lode, to come back under the run of ore ground already discovered; also lay a new tramroad in the cross-cut, and cut a good trip-plat below the level. When this work is accomplished we shall be in a position to raise ore exclusive of any further discoveries, and make regular returns, which I have every reason to believe will be found very satisfactory. We have now broken both underground and at surface about 30 tons of copper ore, which is the product of the latter drivage in the 36 west. To carry out the proposed work it will incur a monthly expenditure of about 160*l.*

GODOLPHIN HILL.—June 28: There is an improvement in the shallow adit east on West Great Work lode. The lode in the end is 2 feet wide, and is rich for tin.

GOLCH HILL.—June 28: Harvey's shaft, sinking below the 54, is not so hard for progress as last week; the lode is 1 ft. wide, yielding good stones of ore occasionally, and composed of clay, spar, sand, and limestone; sunk during the past week 3 ft.

GOTHIC.—J. Williams, June 28: The last ore broken from the adit end has yielded upwards of 12*l.* per fm., giving a good profit on the working. This ore ground seems to hold upward and forward in good paying quantities. The ore from the back of the 30, and the end has yielded from 7*l.* to 8*l.* per fathom, but as there is known to exist richer ore ground in the old stopes above and further to the eastward, this cannot be considered an average value of the ore ground which will be opened by carrying the works under the old ore bargains, but it leaves a fair profit in taking it away. Owing to the fall in the price of lead, the ore only brought 12*l.* 5*s.* per ton last month.

GREAT BRIGAN.—J. Trediunick, June 28: The lode in the end driving west of the western shaft, at the 42, is 3 feet wide, and produces about 1 ton of ore per fathom. The stope in the bottom of the said level, west of the above shaft, is worth for copper ore 6*l.* per fathom; the stope in back of said level, west of said shaft, is worth for copper ore 8*l.* per fathom. We expect to hole the 10 driving west of the new shaft to the end driving east from No. 2 winze the latter part of the week. We have communicated the end driving west of No. 2 winze to the end driving east of No. 1 winze, and put the men to stope the back of said level; the lode is worth for copper ore 7*l.* per fm.

GREAT EAST LOVELL.—J. Burgan, June 29: In sinking the engine-shaft from surface more water has been met with; the ground continues soft, and promises productiveness. We require to purchase a 15-in. lift complete, and other materials. The castings for the boiler have not yet been delivered from the foundry.

GREAT LAXEY.—J. Kitto, June 28th: In handing you my report, I am happy to be able to state that all our operations during the month, both underground and at surface, have steadily and satisfactorily progressed; notwithstanding, no very marked change has taken place in any part of the mine. In the 60 fm. level, driving south, the lode is 2 ft. wide, and worth 40*l.* per fm.; and in the rise in roof of same level, it is 3 ft. wide, and worth 50*l.* per fm. The 100 fm. level, driving south, is still unproductive, but is looking more kindly. The sump sinking below the 90 fm. level, and stopes in sole of the 110 fm. level, are each yielding good copper; and the sump sinking below the 155 fm. level, and stopes in roof of the same, are worth 100*l.* per fm. each for lead and copper. In the 165 and 190 fm. levels south there is no change to notice. In the Main engine-shaft, sinking below the 210 fm. level, the lode is 5 ft. wide, and worth about 50*l.* per fm. There has been no change of consequence in the 200 and 210 fathom levels, driving north, during the month; but in the former we are daily expecting an improvement, as it is now about perpendicular with the 190 fm. level, in which the lode at present is 7 ft. wide, and worth from 100*l.* to 120*l.* per fm. The 180 fm. level end is now passing through a nip, similar in every respect to the 190 previous to entering the productive ground, and will no doubt soon penetrate the same run of ground, when we may reasonably expect the same favourable results. The lode in the 165 end is 4 ft. wide, and worth about 80*l.* per fm. The 155 end, driving north on the east lode, for some time past has been in a complete nip, but during the last day or two the lode has begun to open out again, and appears to be good for lead and jack. At present I am unable to give its size or value, but shall be able to say more about it in next report. There is, however, good reason to expect a long continuance of productive ground ahead of this driving. The east lode in the 110 has also improved a little in appearance during the past week, and now looks more promising than at any former period. The cross-cut driving east to intersect the same lode, about 50 fms. further north, is hard and slow of progress. The lode in the 110 north end suddenly fell off in value about a week since, but more recently has shown signs of improvement. The hanging part of the lode is still standing off to the east for about 12 fms. in length, but we intend to cross-cut through this part next month, in order to prove its size and value. The stopes in roof of this (110) level are worth from 100*l.* to 150*l.* per fm. At Dumbell's Mine the prospects are still good. The 70 end north has fallen off a little in produce since last report, but the new 85 fm. levels, north and south from the sump, are opening out very satisfactorily. The north level is worth about 100*l.* per fm., and the south level about 80*l.* per fm. The air-sump sinking below the 70 fm. level, south of the Main sump, is also worth about 80*l.* per fm. The lode in Agneash shaft is getting much stronger, but, so far, is unproductive. I have nothing good to report from any of the new trials, but the progress in driving, &c., is very satisfactory.

GREAT NORTH DOWNS.—J. W. Crase, M. Jenkin, June 28: In Vivian's engine-shaft, sinking below the 67, the ground is improving. The south lode consists principally of quartz, with spots of yellow copper ore. From present appearances in the bottom of this shaft we hope in future to make better progress in sinking. The lode in the 67, driving west of the above shaft, is 6 ft. wide, producing stones of copper ore. The lode in the 57, driving east of Jenkin's shaft, is 2 ft. wide, worth 6*l.* per fm. Pendarves lode, in the 57, driving east of cross-cut, is 2 ft. wide, with an improving appearance, and yielding saving work for copper ore. The part of the lode being carried at King's shaft, sinking below the 75, is 5 ft. wide, worth 12*l.* per fm. The lode in the 75, driving west of said shaft, is 5 ft. wide, producing a little copper ore, but at present not sufficient to value. The lode in the winze sinking below this level, 4 fms. behind the latter end, is worth 10*l.* per fm. The lode at Sleggan's shaft, sinking below the 70, is worth 25*l.* per fm., and looking well. The lode in the 70, driving east of Sleggan's shaft, is worth 15*l.* per fm. The lode in the stopes in back of this level, west of winze, is worth 8*l.* per fm. In the 70, west of Sleggan's, during the past week the men have been engaged in stripping down the horse of ground on the lode, which has been taken down, but we hope to be enabled to give you its value in our next report. The lode in the 60 fathom level, driving west of the latter shaft, has improved, being 2 ft. wide, worth 6*l.* per fm. The ground in the 57 cross-cut, west of King's shaft, to cut the tin lode, continues favourable for driving.

GREAT NORTH LAXEY.—R. Rowe, June 28: Although we have commenced to drive out the new 72 from the bottom of the engine-shaft, our progress is not much yet, having had the lift to fix, and now the shaft to sheath and timber down to the bottom, for drawing with the machine. We are doing this, and starting the new levels at the same time. In the south end the lode is 2 feet wide, already improving for lead and in general appearance; north the lode is 1 foot wide, and carrying a small leader of lead. When fairly under weigh with these levels I shall look for improvements, and that soon. We have to-day holed the winze from the 50 to the 60, which will give improved ventilation, as well as lay open, I expect, a good piece of ore ground. Since my last the lode in the deep adit north has further improved, it is 3 feet wide, and producing lumps of lead; this is away all into new ground, approaching a mountain of immense height, and we believe, drawing near a counter lode standing ahead of us.

GREAT SOUTH CHIVERTON.—J. Nancarrow, June 26: Gifford's engine-shaft is down 4 fms.; the ground is still favourable for sinking. The engine at Calvadnack is nearly all taken out, the cylinder and several other parts are carried, and we expect to bring home nearly all the remainder this week. The quarry does not look quite so well as last week, the stone being rather shattered, but we expect to be quite in readiness to commence building the engine-house next Monday.

GREAT SOUTH TOLGUS.—J. Daw, June 28: In the 166, west of Eyle's shaft, the lode is 2½ ft. wide, worth 4*l.* per fm. for tin. In the 166 east the lode is 1½ ft. wide, composed of spar and mundic. In the 154 east the lode is 1 ft. wide, producing stones of ore. In the 125, east of new shaft, the lode is 1 ft. wide, producing 1 ton of ore per fathom. In the 100, east of Noel's shaft, the lode is 1 ft. wide, producing some good ore, although not enough to value.

GREAT WHEAL BUSY.—J. Edwards, J. Tredinnick, C. Bawden, June 24: There is nothing new to notice in the 150 cross-cut, south from Harvey's engine-shaft, during the past week. The lode in Offord's shaft, sinking below the 140, is 4 ft. wide, worth for tin and copper 40*l.* per fm. for length of shaft, 12 ft. The lode in the 140, driving east from Offord's shaft, is 4 ft. wide, worth 16*l.* per fm. for copper and tin. The lode in the 140, driving west from No. 3 cross-cut, west of Fielding's shaft, is 4½ ft. wide, worth 10*l.* per fm. We have suspended the 140, west from No. 2 cross-cut; this end being only about 6 fms. from No. 3 cross-cut we, therefore, recommend the back to be worked on tribute from No. 2 cross-cut west to No. 3. The lode in the winze sinking below the 130, east from Offord's shaft, is 4 ft. wide, worth for copper and tin 16*l.* per fathom. The stope in bottom of the above level is worth for tin and copper 28*l.* per fm. No lode yet intersected in the 110 cross-cut, east from Mathew's shaft; the same remark applies to the 110 cross-cut, south from Harvey's engine-shaft. The lode in the winze sinking below the 100 is 3 ft. wide, worth for tin 25*l.* per fm. The south lode in the 120, driving west from Offord's shaft, is 3½ ft. wide, producing good stones of copper ore and tin, with a kindly appearance. The lode in the 100, driving east from Walker's shaft, is 4¼ ft. wide, worth for tin 40*l.* per fm. The lode in the 90, driving east from Walker's shaft, is worth 40*l.* per fm. for tin. The lode in Walker's shaft, rising in back of the 90, is worth 40*l.* per fm. The lode in the rise in back of the 80, against the said shaft, is worth 20*l.* per fm. for tin. At Walker's shaft, sinking below the 70, the lode is worth 14*l.* per fm. for tin. In the rise in back of the 70 the lode is worth for tin 10*l.* per fm. The lode in the rise in back of the 50, against Walker's shaft, is producing a little tin. The lode in the said shaft, sinking below the 36, is 4 ft. wide, worth about 10*l.* per fm. for tin. The ground in the 36 cross-cut, south from Walker's shaft, is still favourable for driving. We have repaired the breakage at Walker's steam-whim, and shall commence to draw from the 100 on Monday next.

GRYLLS WHEAL FLORENCE.—Edward Rogers, Edmund Rogers, June 27: During the last few days the shaftmen have been engaged taking down the lode in the engine-shaft, which as far as seen is not so good as last reported on, it being now 4 ft. wide, worth 12*l.* per fm. In the 12, driving east, the lode is 3 ft. wide, producing tinstone of a low quality; at this level, driving north on the caunter, the lode is 2 ft. wide, unproductive, and is suspended for the present.—South Lode: In the cross-cut at the 12 we have gone through a lode 2 ft. wide, composed of peach and mundic, with spots of tin, but not enough of the latter to set a value on.

GWYDYR PARK CONSOLS.—Wm. Smyth, June 28; We took down the lode in Gwydyr stope and middle level this week. In the stope it is just as last reported, worth full 7 cwts. of lead ore per fm; the end is not looking so well as it has been, in consequence of a splice having disordered the lode. I expect from present appearances it will soon improve again; re-set to six men, the end, at 6*l.* 10*s.* per fm., and the stope at 60*s.* per fm. for the month. Gwyn Llifion end is still hard, and the lode small; re-set to four men, at 13*l.* 10*s.* per fm. for the month; they are to take two more when we can get them; the two we had last month left after a stem or two. The lode in the shaft is just the same as last reported, producing good stones of lead ore and blende; the ground is tighter than it has been. The lead ore is not weighed off yet.

HALLENBEAGLE.—E. Richards, R. M. Kitto, June 24: The ground in Pinniger's engine-shaft is rather hard for sinking. We have cut a branch in the 56 fm. level cross-cut, driving south of the above shaft, with spots of copper ore in it; we think this looks well for cutting the lode. The 56, driving east of said shaft, on the branch, is 18 in. wide, producing stones of ore. The 56, driving west of sump-winze, the lode small and hard. The 56, driving east of the lode, is 1½ ft. wide, worth 8*l.* per fm. In No. 2 winze, sinking below the 44, the lode is 2 ft. wide, worth 16*l.* per fm. No. 3 winze, sinking below the 44, on north lode, is 18 in. wide, worth 12*l.* per fm. The 47, driving east of Stone's shaft, on north lode, the lode is 1 ft. wide, worth 4*l.* per fm. We have completed cutting plat, clearing level, &c., at old engine-shaft, the men are now engaged putting in penthouse, &c., preparatory to sinking. The lode in the 43, west of Reed's shaft, on Reed's lode, is 1 ft. wide, worth 6*l.* per fm. The lode in the 43, driving east of Reed's shaft, on Reed's lode, is 6 in. wide, worth 4*l.* per fm. The lode in the 43, west of Bawden's shaft, on Reed's lode, is 6 in. wide, worth 5*l.* per fm. The water is now down 2 fms. below the 43.

HARWOOD.—J. Race, June 23: At Scar Head stope No. 1 has improved this week, worth now 1 ton of ore per fm. Stope No. 2 is worth 2 tons per fm. Stope No. 3 is worth 3 tons per fathom. The vein lying to the south is poor; if not better soon I shall leave it off, and cross-cut again. We have 10 tons of ore on the floors. At Trough they have cut a branch or small east and west vein in the level, but it has not made much alteration. The level going west in Trough vein is worth 8 cwts. of ore per fm. We have nearly got the dressing-floors completed.

HAWKMOOR.—J. Richards, June 27: The surface water not being enough to keed the underground water in fork, we are unable to do anything below, and the men are placed to shode or costean for the north lodes.—West Hawkmoor: The rise is going up very satisfactorily. No. 4 lode produces some good work for tin ore.

KELLY BRAY.—G. Rowe, June 28: Saturday last being our monthly setting-day, the following bargains were let:—The flat-rod engine-shaft to sink below the 30 by six men, stent 4 fathoms, at 9*l.* per fathom; the lode in the present bottom is 2½ feet wide, producing good stones of ore. The 30 west to drive by six men, stent to hole, at 3*l.* 5*s.* per fathom; the lode in this end is 3 feet wide, worth 10*l.* per fathom. The 30 east to drive by four men, stent 4 fathoms, at 2*l.* 5*s.* per fathom; the lode in this end is 3 feet wide, producing good stones of ore, and showing a very kindly appearance. All other points previously operated upon are calculated in conformity with the resolutions passed at the general meeting.

LADY BERTHA.—Capt. Harpur: Our pay and setting are just over. We have again resumed the driving of the 30 east, on the course of the lode, which is about 3 ft. wide, composed of quartz, mundic, and ore, worth of the latter 2 tons, or 8*l.* per fm.

LANIVET.—J. Tregay, June 24: The sump-shaft measured 2 fms. 1 ft. sunk, making 3 fms. 1 ft. below the 12; set again to sink by eight men, at 12*l.* per fm., 2 fms. extent; the lode here is large and promising, containing good stones of tin. The machinery is working well.

LEAWOOD.—John Daw, June 29: In the 30 cross-cut good progress is being made, and we hope in about four weeks from this time, should the ground continue as favourable as it now is, to cut the lode. The 19 north, on the great lead lode, is a very kindly end. In the 19 west, on the caunter lode, we are of the opinion the main part is to the north, consequently we are cross-cutting in that direction.

MAUDLIN.—Wm. Tregay, J. Tregay, June 24: The sump-shaft measured to-day 1 fathom 1 foot sunk, now down 6 fathoms 5 feet below the bottom of the 70; set again to sink by nine men, at 30*l.* per fathom, 2 fathoms extent; the lode here now extends all the breadth of the shaft, 7 ft., without showing either north or south wall, containing much mundic and stones of copper ore. In the 70 east end we have intersected the north wall of the lode, and have driven into it 3 feet, without having reached the south wall; as far as seen the lode is composed of gossan, with stones of mundic and grey copper ore, of precisely the same character as it was close home to the cross-course on the other side; there is much water coming from the lode; this end is set to drive by four men, at 6*l.* per fathom. In the winze in bottom of the 70 east the sinking has been much impeded by the rapid underlie of the lode, causing the ground in the hanging-wall to hang heavily on the timber, while the lode itself is very hard, so that sinking here is most slow and expensive, showing the importance of working this ground from the back of a deeper level. As we considered also that the principal points to be pushed have been the 70 east end, and the sinking the sump towards the 80, both of which would have been impeded by working extensively, and putting in much timber in the bottom of the level, we preferred rather to push those points we considered most necessary; the lode in the present bottom is worth 60*l.* per fathom.—West Mine: In the 20 fathom level cross-cut south we have not yet reached the lode, but have intersected some small branches containing good spots of grey copper ore; set to drive by four men, at 4*l.* per fathom.—Coombe: This adit having been driven so far as to render a grass shaft necessary for ventiliation, we could not induce the men to work longer in it until that is accomplished, which now that the grass has been cut from the field above this spot we shall proceed with, otherwise we should have had to pay excessive damages.

MINERA UNION.—W. T. Harris, June 29: Brabner's Shaft: The pitch in bottom of the 80 yard level, north of No. 1 winze, is worth 1½ ton of lead per fm.; the pitch in back of this level, south of No. 2 winze, is worth 2 tons of lead per fm.—Williams's Shaft: The pitch in bottom of the 60 yard level, north of shaft, is worth 1 ton of lead per fm. The clearing of the winze below the 40 yard level progresses favourably, and the prospects encouraging. No other alteration to notice.

MOLLAND.—T. Bennetts, June 28: The ground in the engine-shaft sinking below the 63 is still of the same character as that described in the report of last week, with an increase of water issuing from the small veins of spar traversing the rock; set to seven men, to sink to the 72, at the rate of 25*l.* per fm.; the lode in the stopes in back of the 63 east is still large and hard; the vugh referred to in my last has improved, the lode, which at present will only produce ¼ ton of ore per fm., and bones in its present state will scarcely pay for stoping, though I see no reason why it should not improve again; set to four men, 1 fathom, at 4*l.* 10*s.* The branch in the 32 east is 6 in. wide, and producing full ¼ ton of ore per fm.; set to three men, 2 fms., at 3*l.* 15*s.* per fm. Our condensing water has become short, just enough to condense with in pumping water only; should there not be sufficient for this purpose, and to keep the water out of the shaft before we get rain, I think we had better commence preparing for altering and refixing out pitwork without delay.

NANTY.—June 26: The lode in the 10 fm. level, below the deep adit, north of engine-shaft, is 4 ft. wide, containing good stones of lead ore at times; this point is being pushed on with full dispatch by six men, and good progress is being made. The lode is the same level, going north of winze, and north of engine-shaft, is 5 ft. wide, looking very promising, and producing good saving work, and is likely for further improvement. The lode in the deep adit level, going north of boundary, is improved, it being now 3 feet wide, a much larger and better looking lode, showing spots of lead ore. We do hope, and may fairly expect, from its present appearance, that something good may shortly be met with. All other points in the mine are without alteration to notice since our last report.

NEW BIRCH TOR AND VITIFER CONLOLS.—Wm. Skewis, R. Trevarthen, J. Symons, June 29: Hambley's Shaft: The 48 west is yielding good stamping work, and laying open ground that will let at 10*s.* in 1*l.*; the same remak apply to the 36 west.—North Lode: The lode in the 48 east is opening out wider, and of a kindlier appearance than we have seen it for some time, and a daily improvement is expected here. The lode in the 36 east is at present small; we are, however, of an opinion that the main, or tinny part, is still standing to the north; this we shall soon prove, either by their coming together as we extend the end, or by a cross-cut in that direction. The lode in the winze sinking below this level is worth 7*l.* 10*s.* per fathom. The lode in the 24 east is worth 10*l.* per fathom. The lode in the 12 east is rather disordered, although yielding saving work; this change we consider is only temporary. The lode in the winze below this level is worth 6*l.* 10*s.* per fathom. The lode in the 12, west of Lance's shaft, is worth 5*l.* per fathom, with prospects of further improvement. All the other operations are without change to notice.

NEW CROW HILL.—W. Trelease, June 27: The ground in the 70 east is favourable for driving—in fact, good enough, being just sufficiently hard to stand without timber. The 55 east has improved since last week; the lode here is again now over 2 ft. wide, and producing some fine stones of lead; ground easier; re-set to-day for the month out, at 4*l.* 10*s.* per fm. No change worthy of notice in the old stopes in back of the 55.—Wheal Louisa: The ground in the engine-shaft here is tolerably favourable for sinking through, only very wet, but notwithstanding this I think the men are making fair progress. This dry hot weather is again telling sharply on our surface water, and although I have arranged with the miller for one of his streams, I fear we shall have some difficulty to stamp and get about the little ore we are breaking in time for the pay, which, if done, will necessarily be a small lot, I was thinking about 3 tons, if we could clear it up.

NEW EAST BIRCH TOR AND VITIFER CONSOLS.—Capts. Skewis, Trewarthen, and Symons, June 29: The deep adit is being cleared towards Prideaux's shaft with all speed; as soon as this communication is effected tribute pitches will at once be set, and the clearing of the level continued to Hawke's shaft, to which point the middle level is now being cleared with all speed. The men are to-day applying for tribute pitches in this level, but we object to set any until these communications are effected, and the value of the ground fully ascertained. We have a large quantity of tinstuff now at surface, which can be returned at a good profit as soon as the arrangements for stamping are completed.

NEW ROSEWARNE.—E. George, Wm. Mitchell, June 28: The lode in Bickford's shaft is 4 ft. wide, worth 18*l.* per fm. The lode in the 81, east of Bickford's shaft, is 4 ft. wide, at present unproductive; in the same level west it is 3 ft. wide, worth 10*l.* per fm. The stope in the back of the 84, west of Bickford's shaft, is worth 20*l.* per fathom. The stope in the back of the same level, east of winze, is worth 15*l.* per fm. The lode in the 74, west of Bickford's shaft, is 2 ft. wide, at present poor. The stope in the back of this level is worth 7*l.* per fm. The lode in the 67, west of Bickford's, is 3 ft. wide, producing a little tin. The lode in the 58, west of Bickford's shaft, is producing stones of tin. The stope in the back of this level, west of winze, is worth 6*l.* per fm. The stope in back of this level, east of winze, is worth 8*l.* per fm. The lode in the 46, west of Bickford's shaft, is 1 ft. wide, unproductive. We sampled yesterday 136 tons of copper ore.

NEW TRELEIGH.—S. Michell, June 23: Our setting to-day went off satisfactorily, as usual, and the following is the result:—The 90 fm. level to drive west of Carr's engine-shaft, by two men, at 9*l.* per fm. The 80 to drive west of the cross-course, by six men, at 8*l.* per fm.; the lode is opening wider, and discharging more water. The 70 to drive west, by four men, at 7*l.* 5*s.* per fm. The 60 to drive west, by six men, at 6*l.* her fm.; this level is well ventilated, and the most promising end in this part of the mine. One stope set in back of the 70, at 2*l.* 10*s.* per fm.—New Mine: The 40 to drive east of the new shaft, by six men, at 3*l.* 5*s.* per fm., 8 fms. extent; the lode in this end is 2 ft. wide, of a good appearance, and producing good stones of copper ore, and also large quantities of mundic; we frequently meet with stones of silver-lead ore in the lode, which is often found in lodes near deposits of copper ore in this locality, and we have reason to believe such will be found when the lode is developed deeper. We shall soon be in a position to prove the lode 10 fms. below this level (the 40) by sinking the shaft, and also a winze when the ends are extended a little further to give more room. The 40 fm. level to drive west, by two or more hands, should it be deemed necessary, at 2*l.* 10*s.* per fm. The rise in the back of this level, by three men, at 2*l.* 5*s.* per fm.; the lode in this rise is at present superior to any part at Carr's, and should it continue we shall be able to raise a great deal of ore from it. We shall commence cutting plat and make preparations for sinking the shaft below the 40 in the course of a few days.

— June 29: I beg to say that the lode in the rise at the 40 fm. level, new shaft, continues to look well. The eastern end in this level is improving—a very promising end.

NEW WHEAL MARTHA.—H. Rickard, G. Rickard, June 29: The shaftmen are engaged in sinking the engine-shaft perpendicular below the 74, against the rise in the back of the 86, being rather spare for progress at each point, in consequences of its being in the lode, which is producing some good stones of ore. No alteration in the 74 fm. level cross-cut since last week. The 64 west is still driving by the side of the lode; no change to notice. The lode in the 40 west is not looking quite so well for copper ore as last week, it being divided by a horse of killas. The stopes in the back of the 30 remain without alteration, worth 25*l.* per fm. We have holed Trusoe adit level against Rickard's shaft; the shaftmen are preparing to sink the shaft for a 10in. level, and put in tram-road in the adit as fast as possible, in order to facilitate the stoping, driving, &c., in this part of the mine. The tribute department is much as usual. We shall sample to-morrow about 560 tons of copper ore, of much the same quality as last week.

NORTH BULLER.—R. Pryor, H. Harvey, June 23: We have let the following bargains to-day:—The 100 fathom level cross-cut to drive south of the engine-shaft by six men, at 11*l.* 10*s.* per fathom, which will be pushed on with all possible speed; it is still in the elvan course. The 100 to drive east of cross-cut by four men, at 15*l.* per fathom. The water is drained at King's flat-rod shaft to within 3 feet of the bottom of the 70. No particular change to notice has taken place in any of the bargains since the report for the meeting.

NORTH CHIVERTON.—Wm. Hancock, June 27: The sumpmen at old sump shaft are engaged fixing the lift in the 40. We have cut through the south part of the lode at this level: it is 8 ft. wide, composed of quartz, copper, mundic, spots of lead, and rich quality blende, producing of the latter 2½ tons per fathom—a fine-looking lode. The ground in the new engine-shaft is getting easier. Other places much the same.

NORTH DOLCOATH.—J. Paull, June 28: The lode in the engine-shaft, sinking below the 85, still continues 6 ft. wide, yielding good stones of yellow copper ore. In the 85 west we are still desuing the lode, and probably shall until the latter part of this week or the beginning of next, when we hope to take it down. In the 70 cross-cut south on the cross-course, west of the engine-shaft, we have not yet met with any lode, but the same is mineralised throughout, with a greater flow of water than we hitherto have had.

NORTH DOWNS.—F. Pryor, J. Grenfell, June 27: We are making fair progress in sinking King's engine-shaft below the 85, and driving the 50 cross-cut south of that shaft, but have not yet reached the lode in the said cross-cut. The 85, east of the above shaft, is letting out more water than it has been, from which we may expect some change to take place shortly in the lode. The engine and pitwork are working well, with the water about four strokes per minute.

NORTH LEVANT.—J. Bennetts, J. Thomas, June 28: At Law's engine-shaft we have completed the fork in bottom of the 100; we shall now proceed to fix plunger-pole, and put down rods without delay. In the 85 east we have not yet cut Wheal Game lode. The lode in the 85 west is worth 2*l.* per fm.; in the winze in bottom of this level the lode is worth 3*l.* 10*s.* per fm. We have communicated the winze which has been sinking below the 70 west. The lode in the winze sinking below the 70 east is worth 3*l.* 10*s.* per fm. At Wheal Game we find the 70, which is the bottom level, extended 7 fms. west of Wheal Game shaft, and a winze sunk under the same 4 fms.; the lode appears to be of a very promising nature. We have not yet cleared the level east. Our tribute department is without change.

NORTH MINERA.—June 28: There is no material alteration in the mine this week; the eastern shaft is still hard for progress. The 40 north-east is without any change. The rise in back of the 25 will produce 1¼ ton of lead ore per fm. The 35 yard level, driving west upon Alfred's lode, will produce fully 3 tons of lead ore per fm. We are at present very short of water for dressing.

NORTH SHEPHERDS.—H. Bennetts, June 28: The lode in Decimus engine-shaft, sinking below the 30, is 15 in. wide, and of a most promising character indeed, producing mundic, fine lead, soft spar, &c., and the ground favourable for sinking. The lode in the 30 west is 2 ft. wide, and much improved since last week; the lode in this end is now producing a little saving work for lead, and is daily improving; if it continues it will soon become a valuable lode in this end. In the 20 end west the lode is 2 feet wide, and a lode of great promise, yielding rich stones of silver-lead ore. The flat-rod shaft is sunk, timbered, and secured 7 fathoms below the surface; the new lode in the shaft is 15 in. wide, and has a good appearance. Rye's shaft will be cut down, timbered, and secured to the bottom of the adit by to-morrow morning, and the men have made good progress in cutting down this shaft. At the eastern adit shaft the new horse-whim is fixed, and in full swing for drawing;

cleared of water and stuff, and preparations are being made for sinking the same deeper, when we expect to come into the lead gone down in bottom of the 80 yard level. Pryde's shaft has been cleared and secured to the 90 yard level; at this level there is a strong and kindly lode to be seen, and a quantity of lead has been left about 20 yards south of the shaft. I anticipate meeting with something good by next report.

PEDN-AW-DREA UNITED.—Wm. Tregay, J. Thomas, June 24: Sump: The lode in the 120 east end is worth 8l. per fm. The lode in the pitch in the back of this level is worth 60l. per fathom. The 130 west end is worth 7l. per fm., and letting out much value; we expect an improvement. The lode in the 120 east, going back south, does not appear to continue so productive as it diverges from the main lode; the men here are set to rise on the junction. In the 120 west the south part of Skinner's, on diverging from Martin's lode going east, gets smaller, now about 2 ft. wide, worth 8l. per fm. The 120 west winze is worth 12l. per fm. In the 100 east, in the north cross-cut, we have intersected some branches, containing stones of good quality grey ore; lode not yet reached; the ground here has become more favourable for driving. In the south cross-cut there is nothing of importance cut since last reported. The lode in the rise in back of the 80 west is worth 7l. per fm. In cross-cutting south from Martin's lode we have intersected the engine lode, which, however, is at the point of intersection, and unproductive; we have set the men to drive a little on its course to see if it improves.—Cobbler's: The 110 east is worth 7l. per fm.; the 100 west, 8l.; the 90 east, 8l.; the 68 east end, unproductive; and the 68 east winze is worth 7l. per fathom. There in a winze set to sink in the 68 west to communicate with the 90, west of sump, there being 7 fms. of ground between this point and the top of the rise from the 90.—Street: In the 18, east of this shaft, the men are running away the attle as rapidly as possible to uncover the copper lode discovered there last week; we cannot yet get to work on it, but it is a good lode, and appears to be going off from the old lode in going down. We expect we shall have to cross-cut for this lode at the 30; we shall try some samples by next week, and then report its value. The shaftmen have completed casting and dividing the new shaft, and will resume the clearing next week.

PENHALE WHEAL VOR.—W. Chappell, W. H. Martin, June 29: We are making good progress in the building of the engine-house for the 60-in. engine, also taking out and delivering on the mine the Wheal Charlottee 60-in. engine, with boiler, castiron balance-bob, &c., which we hope to have all delivered on the mine in three weeks from this time, by which time the masons will have completed the building of the house. The stamping-engine and 16 heads of stamps are now in thorough repair, and ready to go to work, which we shall require within one month after the pumping-engine is set to work. A great number of tributers are already waiting for the water to drain itself below the 10, which we think will be the case in about three weeks, which will enable a score of tributers to raise tin in the back of the 10, both east and west of shaft.

PENHALLS.—Wm. Higgins, J. Nance, June 24: Engine-shaft: There is nothing new to report of in the 60 fm. level cross-cut south of this shaft. We have begun to open west on the lode lately cut in the 60 fm. level cross-cut, where it has a promising appearance, is 18 in. wide, and worth full 12l. per fm. The flat and Cowling's lodes, in the 50, driving west, south of shaft, are still disordered by the cross-course, and are worth 8l. per fm.; in this level driving east they are worth 8l. per fathom, and in the rise above ditto also 8l. per fm. The flat lode in the 50, driving west, north of shaft, is improved, now 2 ft. wide, worth 8l. per fm.—Pink Lode: This lode in the 40, west of south cross-cut, is from 5 to 6 ft. wide, and worth 30l. per fm.; our operations at this point can now be carried on with vigour, as the new air-machine in connection therewith answers admirably well.—Flat-rod Shaft: In order to facilitate the sinking of this shaft we shall be compelled to change the working-barrel at the 40, which we contemplate doing on Monday next.—East North Lode: The lode in the 20, driving east, north of sump, is of gossan, is 15 in. wide, worth 3l. per fm. In the 20, driving east, north of heave, the lode is 18 inches wide, worth 5l. per fathom, and a stope behind this end 8l. per fathom.

PENTRE LYGAN.—F. Evans, June 26: We are making satisfactory progress in driving the 40 fm. level cross-cut south, the lode already cut into is a promising one, and I trust soon to cut another. Considering the hard nature of the ground, we are getting on pretty well.

PRINCE OF WALES.—Wm. Gifford, June 27: We are continuing the sinking of Watson's shaft with all possible speed; it is now 12 fms. below the 30. We hope to get down to the 45 by the latter end of July.

PROSPER UNITED.—S. Lean, W. H. Martin, June 29: The lode in the 80, west of Hill's shaft, will produce 3 tons of ore per fathom. The lode in No. 2 winze, sinking below the 70, is large, and is worth 10l. per fathom for tin and copper. The ground in Hand's shaft, sinking below the 80, is favourable. The lode in the 80, west of this shaft, is 2¼ ft. wide, containing stones of yellow copper ore, and assumes a most promising appearance. The lode in the 70 fm. level, west of Hand's shaft, is 2¼ ft. wide, and worth 8l. per fathom for tin and copper. Having completed the winze sinking below the 60 to the 70, we shall resume the driving of the 60 without delay. We have not intersected any branch or lode in the 50, west of Hand's shaft, in the past week. The lode in the 40, west of Hand's shaft, will produce ¼ ton of copper ore per fathom. We sampled on Tuesday last 393 tons of ore for one month.

REDMOOR.—T. Taylor, June 27: We have cut into a lode in the south cross-cut about 4 ft. wide, containing mundic, prian, and quartz, intermixed with black ore; we cannot say how wide it is; there is a deal of water coming out of the south side. We shall push the cross-cut south to Florance lode before we turn east on the lode just cut. We have six men in the cross-cut north; as yet we have not reached anything of note.

RESTRIGGIAN.—Thos. Parkyn, June 28: The men have cut more water in the deep adit level, and the ground is full of mundic and copper, &c., and is rather troublesome for driving; and, therefore, we cannot make that dispatch I could wish. I am pleased to inform you that the prospects for the lodes are good, and hope we shall soon have them, when you shall be advised instantly.

ROSEWALL HILL AND RANSOM.—E. Thomas, R. F. Treweeke, June 28: The lode at the Ransom engine-shaft, sinking below the 130, is still large; 3 to 4 feet wide, and worth about 20l. per fm. The 130 west is worth 8l. to 10l. per fm. The 110 end east is still poor. The lode in the 100 east is worth 8l. to 10l. per fm. The lode in the 90 east is worth 20l. per fm. The stopes east and west of the winze from the 80 to the 90 are equal to our last report. In the 85 east the lode is worth 20l. per fm.—Engine-shaft: The lode in the sump-winze, below the 170, is 2 to 3 ft. wide, worth 12l. to 15l. per fm.; we have suspended the sinking of this winze until the engine-shaft is holed to this level, when the ground can be expended with much less cost. In the 140 cross-cut north we have cut through the lode, which we find to be hard, and of no value. Other parts of the mine are as previously reported.

SILVER VEIN.—E. Burn, June 29: The lode in the 50 north is 2 ft. wide, composed of fluckan, quartz, and capel, producing stones of ore of good quality, and looking promising. The ground is favourable. We have holed the north engine-shaft to the 50—it will take a few days to square the ground to the bottom of the level. When it is completed we shall commence sinking below for fixing the pitwork in this level. The cutting abroad the shaft above the 40 is going on rather slower than we expected; the ground appears a little more troublesome. The surface work is being pushed on as fast as possible.

SORTRIDGE CONSOLS.—J. Richards, June 29: In the 50, west of Mayne's cross-cut, on No. 5 south lode, the lode is of fair size—2 ft. wide, and composed of quartz, gossan, mundic, and a little black oxide of copper. In the 50, east of Mayne's cross-cut, on No. 1 south lode, the lode is 15 in. wide, and yields saving work for copper ore. In White's rise, in back of the 20 east, the lode is worth ¼ ton per fm. At the new shaft, sinking below the 50, the lode continues large, 5 ft. wide, composed of mundic, prian, quartz, and capel. In the deep adit level the ground is easy, and good progress is being made.

SOUTH ALFRED CONSOLS.—James Barratt, June 28: The lode in the 20, western end, is small and disordered; this end is very near the elvan. The lode in the 20, eastern end is 2 feet 6 inches wide, composed of flookan, quartz, and mundic, with occasional stones of copper ore—a very promising lode. The lode in the whim-shaft is 2 ft. wide, producing good stones of ore; this also is a very promising lode. Although the lode in the bargains is not rich enough to value, the indications are such as to warrant a productive lode at a little more depth. The sumpmen are putting down the pitwork.

SOUTH CARADON WHEAL HOOPER.—W. C. Cock, June 24: The ground both in the flat-rod shaft and in the rise in back of the 54 is less favourable for progress than when last reported on.

SOUTH CONDURROW.—J. Vivian and Son, Wm. Williams, June 24: The engine-shaft is 3 fms. below the 30; ground much the same as it has been. In the 30, east of engine-shaft cross-cut, on engine lode, the lode is 2 ft. wide, composed principally of tin and capel, containing a little tin; in the same level west the lode is not quite so large, but of much the same composition. The 30 fm. level cross-cut, south from engine-shaft, is now in about 11½ fms., where we have intersected a branch about 6 in. in width, underlying north; we calculate on having about 13 fms. more to drive to cut the middle lode. In the 20 fm. level cross-cut, north-west of engine-shaft, the ground is harder than it has been.—Middle Lode: In the 20, east of cross-cut, east of engine-shaft, the lode is in two branches; the south part being the principal one is 10 in. wide, producing rich pockets of grey and black copper ore, and looking likely to improve; in the same level west the lode is 9 in. wide, composed of a kindly soft quartz, impregnated with black copper ore. In the 10, west of engine-shaft cross-cut, the lode has improved in appearance, being now about 15 in. wide, composed of friable quartz, interspersed with very rich stones of grey and black copper ore; there are two branches in this end forming a junction towards the bottom of the level, and the lode is very much improved by the junction. The winze sinking under the 10, west of engine-shaft cross-cut, is down 5 fms., where the lode is about 9 in. wide, and of just the same character as in the 20 under it.—West Basset Lode: King's shaft is down a little more than 8 fathoms below the 30, where the lode is 2 ft. wide, and both lode and stratum improving in character. In the 10, east of Vivian's new shaft, the lode is 1 ft. wide, having at present no particular feature worthy of notice; in the same level west the lode is 20 in. wide, and has improved in appearance since starting from the shaft, being now composed of gossan, soft quartz, and prian, impregnated with tin. In the deep adit level, west of Vivian's new shaft, the lode is 20 in. wide, of much the same appearance and composition as when last reported on. In driving south from the new shaft, on the junction of middle engine lodes, we have not yet intersected the lode.

SOUTH CRENVER.—E. Chegwin, June 27: In the adit end, driving west of the cross-cut, on the north lode, the lode is 9 in. wide, producing gossan, mundic, and stones of copper ore, and the ground a little more favourable for driving.

SOUTH DARREN.—J. Boundy, June 26: On Saturday last the following bargains were let:—The 60 to drive west, by four men, at 8l. 10s. per fathom; the lode in the end is fully 3 feet wide, worth for lead and copper 10l. per fathom, with strong indications of a speedy improvement. The 50 to drive west, by six men, at 10l. 10s. per fathom; the lode here is 2 feet wide, worth for lead and copper 15l. per fathom, and from present appearances I expect an immediate improvement. We have communicated the drawing-shaft with the 60, driving west; the men are now engaged in cutting a plat at that level. When this is completed we shall at once commence sinking a winze below the 40 for the purpose of ventilating this and the level below. The 40 to drive west, by six men, at 8l. per fathom; the lode at this point for the moment is disordered in consequence of a cross-course; however, judging from present indications I think it will shortly resume its former value; present value 12l. per fathom. To stope the back over the 40 west, by six men, at 75s. per fathom; the lode is 3 feet wide, worth for lead and copper 30l. per fathom. To stope the back over the 40, east from ditto, by six men, at 75s. per fathom; the lode is 2½ feet wide, worth for lead and copper 30l. per fathom. To stope the back over the 40, west of ditto, by six men, at 75s. per fathom; the lode is 2 feet wide, worth for lead and copper 15l. per fathom. The 30 to drive west, by four men, at 7l. 10s. per fathom; the lode in the end is 20 in. wide; altogether the lode is more compact, and presents a more healthy appearance than for some time past. To stope the back over the 30 west from the winze, by four men, at 75s. per fathom; the lode is 2½ feet wide, worth for lead and copper 13l. per fathom. To drive and stope the back over the 30 east from the winze, by four men, at 6l. per fathom; the lode is 2 feet wide, worth for lead and copper 10l. per fathom. To sink a winze below the 20 west, by four men, at 9l. per fathom; no lode has been taken down. The air at this point for the last fortnight has been unusually bad, which has prevented our making such progress as we should wish. The shallow level to drive east by two men, at 4l. 10s. per fathom; the lode is 9 inches wide, with spots of copper, sulphur, &c. The lode has a very promising appearance. All other matters are progressing satisfactorily.

SOUTH DOLCOATH.—W. Roberts, June 28: In the 56, west of the flat-rod shaft, the lode continues small; in the same level east no lode taken down for the month; the men are about to take it down by the end of this week. In the 46 east the lode continues 1½ ft. wide, producing good stones of ore. In other parts nothing new to report.

SOUTH LOVELL.—W. Chappell, June 29: There is no change of importance in our various underground operations since last week's report, with the exception of the lode in the bottom of the engine-shaft, which is improving. We are also making good progress in clearing and securing the adit level. In the course of next week we hope to reach the south lode in the adit level.

SOUTH WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, June 24: The lode in the adit west is from 20 in. to 2 ft. wide, of friable quartz, gossan, and prian, which is letting out pretty much water. The ground in the engine-shaft is of much the same character as before reported. The masons are making good progress with the building of the engine-house.

ST. DAY UNITED.—J. Cock, J. Gilbert, June 24: Opple's Shaft: In the 194, east of shaft, the lode is 1¼ ft. wide, and producing good work for tin. In the 194, west of shaft, the lode is 5 ft. wide, and worth from 25l. to 30l. per fm. In the winze sinking below the 184, west of shaft, the lode is worth 25l. per fm. The winze sinking below the 184, east of Billing's shaft, is worth 10l. per fm. There is no change to notice in any other part of these mines.

ST. IVES WHEAL ALLEN.—John Nancarrow, Joshua Daniel, June 29: The lode below the 20, west of Loulas's, is worth 4l. per fathom, and seems improving. The stope above the 20 east is worth 10l. per fathom. In the 40 west we have a large stream of water coming from the south, and, as it is probably coming from the lode in that direction, we have commenced driving south on the cross-course, to prove that ground. The lode in the 40 east is worth 3l. per fathom. The west stope, in the back, is worth 2l. per fathom. We are taking away this ground, as there appears to be better ground above it. The middle stope is worth 4l. per fathom. The east stope is worth 6l. per fathom. The engine-shaft is worth 3l. per fathom.

TOLCARNE.—June 28: Field's Lode: Field's shaftmen have been engaged in fixing a plunger-lift at the 60, which is completed to the 40, and have commenced to sink the shaft. The lode in the 60, east of Field's shaft, is 2 feet wide, producing a little ore, but not to value—a kindly ore. The ground in the 60 cross-cut north is rather hard. The lode in the 50, east of Field's shaft, is 18 inches wide, composed of gossan, spar, and stones of ore. The lode in the 40, east of Field's shaft, is 16 inches wide, composed of gossan and soft spar. In the 30 east the lode is 14 inches wide, composed of gossan, spar, and ore. The lode in the 20, east of shaft, is 16 inches wide, yielding ⅛ ton of ore per fathom. The lode in the 10, east of shaft, is 18 inches wide, yielding ¼ ton of ore per fathom. The lode in the adit, east of shaft, is 2 feet wide, composed of gossan and spar. The ground in the adit cross-cut, north of Field's lode, is easy for driving. The ground in the adit cross-cut, south of Field's shaft, is stiff for driving.—New North Lode: The lode in the 50, east of cross-cut, is 10 inches wide, yielding ¼ ton of ore per fathom. The lode in the 50, west of cross-course, is 14 inches wide, producing fully 1 ton of ore per fathom. The lode in the rise over the 50 is 10 inches wide, producing ¼ ton of ore per fathom. The lode in the 40, east of the cross-cut, is 14 inches wide, yielding ¼ ton of ore per fathom. The lode in the 40, west of cross-cut, is 2 ft. wide, with a little ore—a kindly lode. The lode in the 30, east of the cross-cut, is 14 inches wide, composed of soft spar. The lode in the 20, east of the cross-cut, is 10 in. wide—unproductive.

TRENCROM.—William Arthur, Henry Woolcock, June 29: The lode in the 110, east of Hollow's, is 16 inches wide, worth 10l. per fathom. The lode in the 100, east of Hollow's, is 14 inches wide, worth 5l. per fathom. The lode in the winze sinking below the 85, east of Hollow's, is 1 foot wide, saving work for tin. The lode in the 70, east of Hollow's, is 1 foot wide, worth 3l. per fathom. The lode in the 60, east of Hollow's, is 15 inches wide, saving work for tin. The lode in the 50, east of Hollow's, is 10 inches wide, worth 3l. per fathom. The lode in the rise above the 40, against Dawe's shaft, is 16 inches wide, worth 5l. per fathom. We are making preparations to sink Dawe's shaft below the adit level, by six men.

TREVENEN AND TREMENHEERE.—J. Medlen, June 28: The new sumpmen have just completed the plat at the 172, and commenced to sink the shaft below this level; the lode is still disordered by the cross-course and poor. The 172 fm. level end, east of this shaft, yields a little tin, but not sufficient to value. The lode in Trevenen shaft, sinking below the 172, is worth 12l. per fm. The 172 fm. level end, east of this shaft, is worth 7l. per fm.; this level going west is worth 5l. per fm. No. 1 stope, in this back, is worth 4l. per fm.; No. 2 is worth 5l. per fm. No. 1 stope, in the 162, west of Trevenen shaft, is worth 7l. per fm.; No. 2 is worth 6l. per fm.; and No. 3 is worth 4l. per fm. The stope in the 150, west of this shaft, is worth 5l. per fm. There is no change in the cross-cut or tribute department to call for remark since last report.

TYNE HEAD.—G. Millican, June 24: The level is easier to drive this week; should it continue to improve we shall get on more rapidly and at less cost. The men have just completed the 19th fm. cutting through or across the great sulphur vein or backbone.

VALE OF TOWY.—A. Waters, T. Harvey, June 27: The lode in the 124 fm. level cross-cut, north of Field's shaft, is 8 ft. wide, worth 2½ tons of blende per fm. We have commenced uncovering the lode standing from cross-cut south towards shaft, and calculate, in our next weekly report, to be able to speak as to the probability or otherwise of our having missed the said lode in sinking from the 110 to the 124 fm. level. The winze sinking below the 110 fm. level, upon the above cross-cut, is opening profitable ground. Curtis's pitch is yielding, as usual, 4 tons of blende per fm. Williams's pitch, in 110 fm. level, north of shaft, is worth 2 tons per fm. No other change to notice. We have sampled 50 tons of rich quality blende, a sample of which we shall send you per train to-night.

VIGRA AND CLOGAU (Gold).—A. Dean, June 27: From No. 1 stope, in back of the deep adit, some rich stones of gold were broken out yesterday, and the lode looks very promising there; also, good gold was met with yesterday in No. 2 stope; the lode is large. In bottom of No. 2 shaft, 10 fms. under the deep adit, about 31 fms. from surface, some rich stones, with gold thickly disseminated therein, were broken out yesterday; this is the deepest point in the mine, and looks encouraging for meeting with a good body of gold in the 10 west, just started from the shaft. In shaft A we have commenced to drive with great promise of an early discovery of gold; some visible gold was broken there yesterday. Within the last 48 hours the four points above mentioned have shown the improvement indicated.

— J. Remfry, June 29, 11 A.M.: Some splendid specimens of visible gold were broken from the back of the lode on the western side of the cross-course this morning; the stones are rich, and were broken close under the grass at surface, where we have been costeening some days. This is entirely a new mine, 100 fms. west from St. David's Mine but upon the rich St. David's lode.

WEST BASSET.—W. Roberts, June 28: North Lode: In the winze sinking under the 140, east of Thomas's shaft, the lode is 4 ft. wide, producing stones of ore—tribute ground.—Middle Lode: In the 52 east the lode is 2 ft. wide, saving work for tin and copper ores.—Engine Lode: In the 94 east, on the south part, the lode is 1 foot wide, yielding 1 ton of ore per fathom.—Caunter Lode: In the winze sinking under the 65 the lode is 2 ft. wide, producing 2 tons of ore per fathom. We have sampled to-day (computed) 330 tons of ore.

WEST BEAM.—Wm. Hosking, June 29: Our shaftmen have reared up the plunger column to adit at Brothers engine-shaft, and nearly completed fixing the new pump-rods, while our masons have finished building the bob-pit, into which the carpenters have fixed the shaft-bob, and from which they are now carrying the flat-rods across to the engine, the whole of which we shall have completed in a few days, and hope to commence draining Brothers engine-shaft on Tuesday next. The men in the 45 fm. level end have taken down the lode, which we find much improved, being 1¼ ft. wide, yielding good work for the stamps, and laying open profitable ground for stoping; the ground continues favourable in the end, and we have driven about 5 fathoms during the present month. The tribute pitches in the back of the 55, on North Beam lode, present very little change, continuing to yield rich work for tin. The cross-cut driving south from Brothers engine-shaft toward the new, or unexplored, lode has been driven during the present month 8 fms.; the ground is continuing favourable to the formation of mineral and rapid progress, and is discharging more water, thus indicating our approach to one of the lodes. The tributers who availed themselves of the opportunity of working on Brothers lode, at Teague's shaft, below the adit, have been obliged by the water to suspend their work for a few days during the suspension of pumping at Brothers shaft; their ground, however, and indeed the whole of the Union Mine (hitherto unseen by the present company), will now be more effectively drained by the application of the more powerful pumping-gear being erected at Brothers shaft. Our dressing department is very busy preparing our batch of tin, which we shall sell next week.

WEST CARADON.—Capt. Johns, W. Trathen, June 23: Our pay and setting passed off satisfactorily, we set the usual number of tutwork bargains with the tribute pitches. In the 70, west of cross-cut, on the north part of Menadue lode, we are still opening out tribute ground, and in order to ventilate the stopes in the back of the 92 we have to-day set a winze to sink below the level, which will be pushed down with all possible speed. The lode in the 104 west, on Jope's lode, is worth about 2 tons per fm.; this we consider a very important point of interest, being all in whole ground for the length of the sett. The ground in our various cross-cuts are hard, consequently the progress is slow.

WEST GREAT WORK.—S. J. Reed, June 28: At Paull's engine-shaft since the sumpmen have finished their contract at the 36 they have fixed dividings and cased the shaft to that level, where they are now engaged cutting plat. The No. 2 lode, in the 26, west from cross-cut, is 15 in. wide, worth 5l. per fm.; in the east end the lode has split, but the branches are again uniting, and I think an improvement will soon take place. No. 1 stope, in the back of this level, is producing tinstuff for the stamps; this is being taken away at 7s. per fathom, and 10s. tribute. No. 2 stope yields fair average stuff, and is being worked at 5s. per ton, and 10s. tribute. In the 16, west from cross-cut, No. 2 lode is 1 ft. wide, and worth 5l. per fm. We have intersected Acre lode in the cross-cut north at this level, similar in appearance and composition to the adit level, where it was seen above; it produces tin, but from its recent intersection, and not being out of the influence of the cross-course, no real value can be named. Judging from the large quantities of tin returned from this lode at the adit level and above, and the favourable nature of the ground in the 16, I have reason to hope in the course of a short time to be able to report a general improvement here. The No. 2 lode, in the 8 west, produces low quality tinstuff. The No. 3 lode, in this level east, is worth 4l. per fm., producing rich stones of tin. We have cleared the Menadue shaft, on the great north lode, 2¼ fms. under the adit without reaching the rock; this we shall proceed with vigorously, as the lode holds out such good prospects at the adit, and I think likely to be found highly productive at a moderate depth. The No. 6 lode, in the winze sinking below the adit, maintains its size and appearance, now worth 13l. per fm. We are proceeding with the necessary alterations and repairs at our new Guskus winze, where we have eight heads at work, and four more will be at work in the course of a week, with an axle for 12 additional heads, when required. This powerful wheel can command a never-failing supply of water.

WEST MARIA AND FORTESCUE CONSOLS.—William Skewis, James Donnal, June 24: We have cut through the lode in the 50 cross-cut, north of Maria engine-shaft, which is altogether from 6 to 7 feet wide; the north, or main part, is 3 feet wide, composed of capel, mundic, quartz, and copper ore—a very promising lode for the production of copper ore. This cross-cut will be continued with all speed to intersect the Capel Tor lode. The ground in the 40 cross-cut, north-west of Maria engine-shaft, is of a very favourable description; it appears that the lode must have taken a little more underlie than seen in the level above; there are, however, small branches being met with now, similar to what was seen near the lode in the 20. There is no change in the rise in the back of the 40, in consequence of the lode not being taken down. The lode in the 20 east, on Capel Tor lode, is about 4 feet wide, and of a more promising appearance than it has been for some past, with prospects of still further improvement. There has been no lode taken down in the 20 west, on Capel Tor lode, for the last fortnight, but will be in time for next report. The lode in the winze sinking in the bottom of this level is now being taken down, but enough has not been done to give the proper value, it is, however, an orey lode. The winze in the bottom of the 12, west of new shaft, is down 2½ fathoms; the lode is 3 feet wide, consisting of mundic, capel, quartz, and copper ore—a very kindly lode. The ground in the new shaft below the 12 is still favourable for sinking, and good progress is being made.—P.S. The lode intersected in the 50 cross-cut north will be opened on by four or six men as soon as there is sufficient room for their being employed.

WEST NANTY.—June 26: The deep adit level to drive east of engine-shaft, by six men, at 5l. 15s. per fm.; the lode here is large, and the part we are driving on is yielding good stones of ore, and likely for an improvement. The drift going east of winze, 9 fms. above the adit level, is producing good saving work for the dressing-floors—set to four men, at 4l. 15s. per fm. A winze is set to sink below the adit level, at a point about 30 fms. east of shaft; set to six men, at 9l. per fm. The 10, below adit, going east of the engine-shaft, is set to six men, at 6l. 15s. per fm.; the lods here is large, and the part driven on is producing 15 cwts. of lead per fm. The same level, west of shaft, is set to four men, at 6l. 12s. 6d. per fm.—here the lode is also large, and the part driven upon is yielding 15 cwts. of ore per fathom. The lode in the stope over the adit level is 15 ft. wide, and will yield from 15 cwts. to 1 ton of lead ore per fm.—set to six men, at 2l. 15s. per fm. The stope over this level is set to six men, at 2l. 10s. per fathom; the lode is large, yielding saving work of low quality. The stope over this level, 6 fathoms west of shaft, is set to four men, at 2l. 5s. per fm.

WEST SHARP TOR.—William Richards, June 26: The ground in the adit shaft is favourable for progress. The ground in the 150, west of Morris's shaft, is elvan, and the small part of the lode carried contains capel, iron, quartz, and a little native and red oxide of copper. There is no change to report in the No. 5 cross-cut at present. The lode in the rise in the back of the 162, west of the No. 4 cross-cut, yields 22l. worth of ore per fathom. The rise and stope east of said cross-cut produces 19l. worth of ore per fathom. The men are getting on with dividing and casing the shaft from the 162 to the 174 as fast as possible. The ground in the 174 east is elvan, and favourable for mineral and progress.

WEST WHEAL JANE.—J. Smith, June 22: Last Saturday being our monthly setting, the following bargains were let:—The 40 to drive east of Painter's engine-shaft, by two men and two boys, at 7l. 10s. per fm.; the lode is 4 feet wide, worth 6l. per fm. The 40 to drive west, by two men and two boys, at 8l. 10s. per fm.; the lode is 5 feet wide, worth 5l. per fm. The 20 to drive west, by two men, at 7l. per fm.; the lode is 6 ft. wide, worth 7l. per fm. A winze to sink below the 30 west, by two men and two boys, at 7l. per fm.; the lode is 4 feet wide, worth 4l. per fm. The bottom of the 30, east and west of Pearce's winze, to stope by three men, at 2l. 7s. 6d. per 100 sacks, or 2s. 6d. per ton; the lode is 7 feet wide, worth 9l. per fm. The bottom of the 20, east of engine-shaft, to stope by two men, at 2l. per 100 sacks, or 2s. 10d. per ton; the lode is 8 feet wide, worth 8l. per fm.

— J. Smith, June 29: The lode in the 40, east of engine-shaft, is 5 feet wide, worth 6l. per fm. The lode in the 40 west is 6 feet wide, worth 7l. per fm. In the winze sinking below the 30, west of engine-shaft, the lode is 4 feet wide, worth 4l. per fm. The lode in the 20 west is 6 ft. wide, worth 7l. per fm. The stopes and tribute pitches are looking just as they have been for some time past.

WEST WHEAL VOR.—J. Southey, June 28: Saturday last being our monthly setting, we re-set the 20 to drive west of the cross-cut by two men and two boys, at 5l. 10s. per fathom. The adit level cross-cut to drive north of Gundry's engine-shaft by two men and two boys, at 5l. per fathom. In Gundry's engine-shaft, below the 20 fm. level, the ground is not quite so favourable for sinking as when last reported on, consequently our progress is not so good; sinking by nine men, at 13l. per fathom. The stratum in Gutierrez's shaft (which is 6 fms. below the surface) is of a highly-mineralised character; sinking by six men, at 3l. 15s. per fathom.

WHEAL AGAR.—Wm. Roberts, June 27: The following tutwork bargains were set on Friday, the 23d inst:—Driving the 110 east of Windstow shaft by six men, at 8l. 10s. per fathom. Sinking the western engine-shaft below the 100 by nine men, at 30l. per fathom. Driving the 110 west of Windstow shaft by four men, at 8l. 10s. per fathom. Stoping the 100 east of Windstow shaft by two men, at 2l. 10s. per fm. Driving the 100 east of western shaft by four men, at 7l. per fm. Driving the 90 east of western shaft by four men, at 3l. 10s. per fm. Driving the 90 west, on Dobree's lode, by four men, at 4l. per fm. Driving the 90 east of Windstow shaft by four men, at 4l. 10s. per fathom. Driving the 90 south of Windstow shaft by two men, at 8l. per fm. Driving the 90 west of Windstow shaft by two men, at 5l. per fathom. Driving the 60, east of cross-cut, by two men, at 8l. per fathom. Dividing and casing the old whim-shaft from the 110 to the 130 by nine men, at 16l. per bargain.

WHEAL CREBOR.—J. Gifford, June 27: All points in operation are being pushed on with all possible speed.

WHEAL EDWARD.—G. Rowe, June 24: The lode in the 61 west is 18 inches wide, producing good stones of ore. During the past week the shaftmen have been engaged in forking the water sufficient to admit the putting in of a new plat-soll ar and raising the tram-road in the 61 east in order to bring the tributers on to the shaft.

WHEAL EMMA.—T. Bennett, June 28: We have not had a sufficient supply of top water of late to work our engine-wheel at a sufficient rate to keep the water in fork, consequently it has risen in the shaft, which prevents the men from working at the 92 fm. level. The shaftmen at present are engaged in driving the 80 east, where the lode will yield 1 ton of ore per fm. The stopes at this level appear much the same as for some time past. We have an improvement in a tribute pitch in bottom of the 58, where the lode will yield 2 tons of ore per fm. The stopes in back of the 46 will yield 1½ ton of ore per fathom. The stopes in bottom of the 34 will yield 1 ton of ore per fm. We hope to sample at Plymouth to-morrow 182 tons of ore.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, June 24: We have holed the winze from the 110 with the rise above the 120, and which has well ventilated the latter level. The lode in the 110, east of the junction, is 18 inches wide, and producing good stamping work. The lode in the 110 west is full 3 ft. wide, worth 8l. per fm. Three stopes above this level are worth 12l., 10l., and 8l. per fm. The lode in the 100 east is 2 ft. wide, producing a little tin. Two stopes above this level are worth 12l. and 8l. per fathom. We have one stope west of shaft, worth 8l. per fm. The lode in the 90 east is 2½ ft. wide, and producing good stones of tin, worth 6l. per fathom. The lode in the stope is worth 9l. per fm. The stopes above the 80 are yielding their usual quantity of tinstuff. The lode in the 66 east is 2½ ft. wide, and worth 8l. per fm. The lode in the rise above this level, west of shaft, is 3 ft. wide, and worth 10l. per fm. The lode in the 54 east is 2½ ft. wide, and worth 10l. per fm. The lode in the 54 west is 2½ feet wide, and worth 7l. per fm. We shall sell a good parcel of tin on Wednesday.

WHEAL GRYLLS.—E. Rogers, J. Pope, June 29: In our different points of operation there is no alteration during the past week. Saturday being our monthly setting, we will give you a full report next week.

WHEAL HARRIETT.—S. Williams, June 24: The lode in the 130 west end, from east cross-cut, is producing stones of tin. The lode in the 115 west end, from east cross-cut, is producing stones of copper ore. The lode in the 115 east end, from west cross-cut, is worth for copper ore 4l. per fathom; next week we shall commence to rise and stope above this level. The lode in the 90 fm. level east end is producing stones of copper ore, but not to value.

WHEAL HOPE.—J. Nicholls, W. Glanville, June 27: The lode in the 48 east is 2 ft. wide, producing good saving work for lead. The 48 west is unproductive. The lode in the 65 west is yielding good saving work for lead, with a very promising appearance. No change in the cross-cut north from the 65 west. The 75 west is yielding good saving work for lead. The tribute department is without change to remark on. Our No. 1 parcel of lead weighed 18 tons 4 cwts.; and the No. 2, 2 tons 7 cwts. 1 qr.

WHEAL KITTY (St. Agnes).—S. Davey, W. Polkinghorne, June 24: No change has taken place in the 82, driving west of Holgate's shaft, since last reported.—Pryor's Lode: In the 65, driving west of new shaft, the lode is 3 ft. wide, and worth for tin 13l. per fathom. In the 65, driving east of shaft, the lode is worth for tin 6l. per fm. In the 54, driving west of shaft, the lode is still standing, but in the winze sinking below ditto it is worth 15l. per fm. In the 54, driving east of shaft, the lode is 18 in. wide, worth for tin 8l. per fm.; and in the winze sinking below this level also 8l. per fm. In the 44, driving west of shaft, the lode is 2¼ ft. wide, worth for tin 5l. per fm. In the 44, driving east of shaft, the lode is worth for tin 7l. per fathom. In the 34, driving east of shaft, the lode is worth for tin 5l. per fm.

WHEAL MARY ANN.—Peter Clymo, Joseph Harris, J. Stevens, June 29: Clymo's shaft is sunk 16 fathoms under the 200. In this level, north of shaft, the lode is still small, but producing good stones of ore. In the same level south it is 1½ foot wide, worth 5l. per fathom. In the 190 north it is 2 feet wide, worth 6l. per fathom. In the same level south it is 2 feet wide, worth 7l. per fathom. In the 180 north it is 1½ feet wide, worth 4l. per fathom. In the same level south it is 2½ feet wide, worth 5l. per fathom. In the 170, north of Pollard's shaft, it is 2 feet wide, worth 4l. per fathom. The stopes and pitches are producing much the same as for some time past.

WHEAL NORRIS.—J. Andrews, June 24: We have resumed the sinking of Carter's shaft below the 57, the ground in which is favourable for progress. The lode in the 57 fathom level end, east of Carter's, is 2 feet wide, producing a little tin, but not to value; this end is extended 10½ fathoms east of shaft, and has about 8 fathoms further to drive to get under the tin ground gone down in the 45, which at the present rate of driving will be accomplished in four weeks from this time. The lode in the 45 east is 3 feet wide, composed of quartz, peach, prian, and producing occasional rich stones of tin—a strong, healthy looking lode. In the 35 east the lode is presenting a better appearance; it is now 3½ ft. wide, consisting of quartz, peach, iron, and producing saving work for tin. There is no change in the ground in the 45 south cross-cut since last reported on.

WHEAL PAR.—J. Beard, June 28: At Rashleigh's shaft, sinking under the 20 there is good ground in the bottom, sinking satisfactorily.—Jenkins's Lode: In the rise in the back of the 20 the lode is worth 5l. per fm. At Jenkins's shaft, driving east, the lode in the end is about 3 ft. wide, worth 3l. per fm.

WHEAL SIDNEY (Plympton).—W. Edwards, June 29: The 46 cross-cut north is driven 17 fms.; no lode has yet been met with at this point, and we are now driving east, near the point of intersection, where we have a large capel, with mundic, and giving a little tin, but have not yet advanced far enough to ascertain if it is the main lode or not. The ground at present is spare for driving. There are twelve men and boys employed in breaking tinstuff in the 46 and above, which is giving about the average quality as for some time past. We have about 2½ tons of tin ready for the market, and shall commence calcining again in a few days the remainder of the whits we have on the dressing-floors.

WHEAL SPARNON.—E. Chegwin, June 24: The sumpmen have made good progress in clearing up the engine-shaft, and dropping the lift; now down 14 fms. below the 40. In the 20 west end, on north lode, the lode is 2 ft. wide, a very promising looking lode, yielding good stones of yellow copper ore. In the 20 west, sh oting in the south side, no more lode has been seen for the week. In the 20 east end, on new lode, the lode produces good stones of black and yellow copper ore. In the 20 north cross-cut nothing has been intersected for the week.

WHEAL TREVENNA.—G. Rickard, June 29: After a careful inspection of this property, I beg to submit the following as my report:—The above mine is situated in the parish of St. Neot, on the junction of the killas and granite, within a short distance of the Caradon district, on the continuation of the range of granite hills leading from the Caradons to the Bodmin Hills, that has been so productive for tin in the time of the ancients. Wheal Trevenna is conveniently situated for working at a small cost, being situated on high ground, and bounded on the north and east, with a full supply of water, capable of pumping and stamping both summer and winter. The sett is extensive, and containing well defined lodes, both of tin and copper. The tin lodes has been worked to a great extent by the ancients, and showing every indications of great value when further developed; in my opinion, the ancients worked these lodes as deep as water would permit them. In the old workings there are arches of the lode left by them, rich in tin, to keep the ground open; one of these lodes, at Highburrow shaft, has been worked by the ancients to more than 20 fathoms desp. The men are not

the lode yielding the same quantity of ore per fathom as before reported. The western shaftmen are making good progress in cutting ground for fixing rods and other work preparatory to sinking below the 70. The new shaft is down 27 fathoms, and in about a fortnight we shall fix a lift and cut into the Old Unity lode near its junction with Rosewarne Consols lode. We are dressing up some pretty good work from the back of the 70 fm. level.

WHEAL VLOW.—John Tonkin, Wm. Johns, June 28: There is no change to notice here since our last report, except in the engine-shaft, where the lode is now 6 ft. wide, and worth 27*l.* per fm.; the shaft is now down 9 fms. below the 20.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, JUNE 30, 1865.

COPPER.	£	s.	d.	£	s.	d
Best selected....p. ton	90	0	0	0	—	
Tough cake & tile „	87	0	0	—	—	
Burra Burra .... „	92	0	0	—	—	
Copper wire .....p. lb.	0	1	0	—	—	
ditto tubes ..... „	0	1	1	—	—	
Sheathing & bolts p.ton	90	0	0	94	0	0
Bottoms ..... „	93	0	0	95	0	0
Old (Exchange).... „	80	0	0	—	—	

IRON.	Per Ton.					
Bars Welsh, in London..	8	0	0	—	—	
Ditto, to arrive	7	15	0	8	0	0
Nail rods	8	10	0	—	—	
„ Stafford. in London	8	15	0	9	15	0
Bars ditto	8	15	0	11	0	0
Hoops ditto	9	15	0	10	10	0
Sheets, single	10	7	6	11	0	0
Pig No. 1, in Wales....	4	10	0	5	10	0
Refined metal, ditto....	4	0	0	5	0	0
Bars, common, ditto....	6	15	0	7	0	0
Do. merch., Tyne or Tees	7	10	0	—	—	
Ditto, railway, in Wales	6	15	0	7	5	0
Ditto Swed. in London.	11	10	0	12	0	0
To arrive	12	0	0	—	—	
Pig, No. 1, in Clyde....	2	15	3	2	15	9
Ditto, f.o.b. Tyne or Tees	2	9	6	—	—	
Ditto, Nos. 3, 4, f.o.b. do.	2	6	6	2	5	6
Railway chairs.....	5	10	0	5	15	0
„ spikes.....	11	0	0	12	0	0

LEAD.						
English Pig, ordny. soft	19	5	0	—	—	
Ditto (WB)	21	0	0	—	—	
Ditto sheet	20	5	0	—	—	
Ditto red lead	22	0	0	23	0	0
Ditto white	26	0	0	27	0	0
Ditto patent shot.....	22	10	0	—	—	
Spanish	18	10	0	19	0	0

BRASS.	Per. lb.
Sheets	8¼d.-9d.
Wire	8¾d.- —
Tubes	9½d.- —

STEEL.	Per Ton.					
Swedish, in kegs (rolled)	13	0	0	13	15	0
„ (hammered).	14	15	0	15	5	0
Ditto in faggots.....	16	0	0	16	10	0
English, Spring	18	0	0	23	0	0

QUICKSILVER (per bottle).	8	0	0	nom.

SPELTER.	Per Ton.					
Foreign	22	5	0	—	—	
To arrive	22	5	0	—	—	

ZINC.						
In sheets	26	0	0	26	10	0

TIN.						
English, blocks	97	0	0	—	—	
Ditto, Bars (in barrels)..	98	0	0	—	—	
Ditto, Refined	100	0	0	—	—	
Banca	96	0	0	97	0	0
Straits	93	0	0	95	0	0

TIN-PLATES.*						
IC Charcoal, 1st qua. p. bx.	1	8	0	-	1	10 0
IX Ditto 1st quality „	1	14	0	-	1	16 0
IC Ditto 2d quality „	1	6	6	-	1	7 0
IX Ditto 2d quality „	1	12	6	-	1	13 0
IC Coke ..... „	1	3	0	-	1	4 0
IX Ditto..... „	1	9	0	-	1	10 0
Canada plates ....p. ton	13	10	0	—		

In London; 20s. less at the works.

YellowMetal Sheathing...p.lb.	7¾d-	8¼d.	
Sheets.....p.lb.	7¼d-	8¼d.	
Indian Charcoal Pigs in London	7	0 0 -	7 10 0

* At the works, 1s. to 1s. 6d. per box less.

REMARKS.—The appearance presented by the Metal Market at present is not calculated to give much satisfaction to those connected with the trade; for although, perhaps, a little more business is being done than was the case some weeks since, yet the amount is very small in comparison with what it is in ordinary times. Still, we are looking forward with confidence to the return of considerable business transactions with America, and even now orders are beginning to arrive, which are an earnest of what we may expect ere long. As the quantity of metals required, especially of railway bars, must be very large, to make up for the damage done during the war—and as soon as matters in the United States are so far settled that these damages to the railways can be repaired—great activity must necessarily ensue in the metal trade here. It is very desirable, however, that a greater amount of confidence should arise, as this has been very much shaken by the failures which have taken place, and has not yet been restored; indeed, we fear that some time must yet elapse before this will entirely be the case; and until this improved state of things arises, we apprehend that business will not be restored to its wonted activity. It is very fortunate, however, that the Money Market still continues so remarkably easy, as a better feeling is much more likely to arise than had a more stringent condition been now in operation.

COPPER.—On June 26, the smelters announced a reduction in price of 4*l.* per ton, making the present smelters' prices for best selected, 90*l.* per ton; tough cake and tile, 87*l.* per ton; and manufactured, 94*l.* per ton. These prices are, however, quite nominal, as sheet copper can now be bought at 90*l.* The market still continues dull, and the reduction has had no effect in influencing business.

YELLOW METAL.—Simultaneously with copper a reduction was announced of ¼d. per lb., making present maker's price 8¼d. per lb. There are, however, still sellers at 7¾d. per lb.

IRON.—The usual preliminary meeting of the South Staffordshire ironmasters was held at Stourbridge on the 29th of June, when there was a numerous attendance, and a long discussion took place. A resolution was unanimously passed to adhere to the present scale of prices for all descriptions of finished iron. The following memorandum was also adopted:—"It will be in the recollection of the trade of the district, that after the conclusion of the recent lock-out in South Staffordshire the puddlers in the Wolverhampton district refused to work for a week longer till after an interview with their masters, which took place at the Shrubbery Ironworks, and a resolution was then passed that both parties should give their best attention to the consideration of some plan by which in future the troubles which have affected the district may be averted. This subject has received the earnest attention of many members of the trade; and at the meeting to-day, it being the first held after the interview with the men, the matter formed the subject of considerable discussion, and the gentlemen of the Wolverhampton district are authorized by the trade to have a further interview with the representatives of the men, and discuss the proposition which the trade consider would meet the difficulties of the case, and based upon the principle of a sliding scale, proportionate to the price of iron, subject to certain limitations as to maximum and minimum." In Wales the iron works are well employed, and there is a steady and improving demand for nearly all descriptions of iron. Orders for bars and puddled iron are being freely offered by buyers. For the week ending the 22nd June the exports reach 1,686 tons. In Swedish iron prices continue firm. In Scotch pig iron the market has not been very active during the week, and prices have gradually declined; at the last advices from Glasgow a few parcels changed hands at 55s. 1½d. to 55s. cash, but towards the close the market became easier, and the price declined to 54s. 10½d. cash.

LEAD continues dull, and prices remain at 19*l.* to 19*l.* 5s. for common English pig, and 21*l.* for W. B.

TIN.—The Dutch Trading Company's sale of Banca took place at Amsterdam as announced on 29th June, when the quantity offered was sold at 56f., equal to about 95*l.* 10s. to 96*l.* here. The sale price is lower than it has been since 1852. The market for Straits is rather easier, but may still be quoted the same as last week.

SPELTER has rather improved during the week, although the amount of business transacted has been only moderate—the price may now be quoted at 22*l.* 5s. on the spot, at which business has been done.

TIN PLATES are becoming rather firmer, especially cake, and it is not improbable that an advance in price may be asked by makers, should this continue.

STEEL.—But few transactions are taking place.

QUICKSILVER.—Demand very limited at present.

BIRMINGHAM, JUNE 30.—The Preliminary Meeting of Ironmasters, at Stewpony, agreed that there shall be no change in marked quotations. There was little business in the market. Prices unaltered.

THE LIVERPOOL METAL MARKET—JUNE 29.

PIG-IRON has been dull all the week; no large transactions to report; prices closing to-day at 54s. cash.

MANUFACTURED IRON.—In the absence of any stirring news from the States, the market has been very quiet, with prices slightly depressed—indeed, Welsh bars alone keep up anything like a healthy appearance, and are still quoted at 7*l.* in South Wales, with a fair demand at the price. Rails have also improved slightly, both in demand and price. Rods and hoops may be bought a shade lower in price, and makers are complaining of a dearth of orders. Sheets in fair demand. The shipbuilders on the Mersey are very slack, and latest advices from the Clyde, Tyne, and Tees tend to show these districts are even worse off than the Mersey. Plates and angles are, consequently, cheapening, and we have heard of ship specifications of plates being bought as low as 9*l.* 2s. 6d., delivered in Liverpool, with angles at 8*l.* The Middlesbrough district is contesting the market here keenly with Staffordshire, and in many instances successfully, especially amongst the shipbuilders. The Cleveland district is fast overtaking Staffordshire, and promises fair before long to be the leading district in the kingdom. Some of the principal houses are laying themselves out for finer qualities, and we have lately seen some samples which will compete with the best marked brands of Staffordshire. Swedish iron is quoted 13*l.* 10s., f.o.b., demand easy.

COPPER AND LEAD continue dull, prices having a downward tendency.

SPELTER AND TIN remain without change; no large transactions having taken place this week.

TIN-PLATES keep their price well up, and the demand is very fair indeed; cokes at 21s. 9d.; charcoals, 25s. 6d. to 27s. 6d.

IMPORTS OF ORES, &c., FROM JUNE 19 TO JUNE 24:—

118 barrels of copper ore.
165 tons of copper.
996 tons of sulphur ore.
1 ton of pig-iron.
10 bundles of ironwork.
915 tons of manganese ore.

EXPORTS OF IRON, &c., FROM JUNE 19 TO JUNE 24:—

Knee iron .....Tons	59	Sheet .....Tons	704
Scroll iron	5	Pig	243
Bar	2545	Railway.....	1007
Rod.....	279	Plate	228
Hoop	437	Tin-plates	12,892 boxes.

The MINING SHARE MARKET continues without any material alteration in prices, or in the extent of business transacted. A general impression prevails that we shall have a better price for tin after the Dutch sale is over, and this may, perhaps, give a little stimulus to the share market, which, it must be confessed, is sadly in want of something to stir it up. West Chiverton shares advanced to 80, 85, but declined to 75, leaving off 77½ to 80. We understand the 70 has been driven through a course of ore for 121 fms.; the present end is worth 40*l.* per fm., and no level under or over it. The 80 west has been driven 111 fathoms through a course of ore worth for the greater part of the distance 80*l.* per fm.; the present end, 80*l.* The 90 end west has been driven 15 fms.; the end is worth upwards of 100*l.* per fm.; the 90 east is driven 12 fms., and the lode cut into 9 fms., worth 80*l.* per fm. The winze sinking from the 80 to the 90, 3 fms. in advance of the 90 end, east of Hawkes's, is in a lode worth 50*l.* per fm. Burgess's shaft is being sunk on a lode worth 80*l.* per fm. Hawkes's engine-shaft is down to the 100, and a cross-cut commenced to intersect the lodes. We are also informed that the ore ground opened out monthly exceeds 10,000*l.*, while the sales and returns are between 4000*l.* and 5000*l.* per month. Wheal Chiverton shares advanced to 10 since our last, but leave off 8½ to 9; the shaft is cleared 2 fms. below the 70, and good progress made in draining the mine; and when this is accomplished good discoveries are looked for. East Caradon, 12½ to 13; the 80 east is worth 5*l.* per fm.; the 80 west, 15*l.*; the 90 east, 12*l.*; the 90 west, 5*l.*; new lode, 5*l.* per fm. Wheal Buller shares have been flat, but there is no falling off in the mine to account for it. In the 80 west the lode is large, producing low quality work for tin. The 70 east is worth 14*l.* per fm.; the 70 west, 16*l.*; the winze sinking under this level, 8*l.*; the 60 east, 16*l.*; the 60 west is worth 20*l.*; the 50 west, 10*l.* per fm. On the 23d, twenty-five pitches were set in the mine, at an average tribute of 8s. 3d. in 1*l.* The sale of tin for two months will realise 1500*l.*

Wheal Grenville shares have been flat, and leave off 2½ to 2¾; the report of Captain Roberts has now been circulated among the shareholders, and shows that with a better price for tin, and discoveries in the 110 and 120 fathom levels, which may reasonably be expected, the mine may do well; while in the market it is selling for half the price of many mines making no returns at all. A great disappointment the mine has been to many, after what was reported and expected of it; but those who know it will do well not to despair, and will pick up shares at present depressed prices. The sale of tin this month is 14¼ tons, realising 793*l.* 6s. 8d. Bottle Hill, 8s. to 10s.; a new leat, so as to keep up a good supply of water for the stamps, even in the summer season, is nearly complete, and good returns expected. The agent calculates he has 1000 fathoms of tin ground laid open, and which he hopes can be taken away at a good profit. Wheal Union, 7s. to 9s. Cargoll, 28 to 29. Cwm Erfin, 35 to 40; the quotation 40 to 50, in last week's Journal, was an error. Carn Camborne shares are firm, at 24s. to 26s.; Clifford shares have been very flat, and leave off 25½ to 26½; Cook's Kitchen, 8½ to 9; East Basset shares are in demand, at 16 to 17; East Carn Brea, 6 to 6¾; East Lovell shares declined to 9, sellers, but leave off 9½ to 10½; East Rosewarne shares are in demand, at 2¾ to 2¾; East Russell shares are flat, at 4, sellers; East Grenville shares have been very weak, at 2¾, sellers; Frank Mills, 7 to 7½; Great Busy, 3¼ to 3¾; Great Laxey, 19 to 20; Great North Downs, 3 to 3½; Great North Laxey, 35s. to 45s.; Great South Tolgus, 2 to 2½; Great Vor shares in demand, at 31 to 32; Nangiles shares are largely dealt in at 14 to 16; North Roskear shares in demand, at 14 to 16; North Shepherds, 5 to 5½; North Treskerby shares weak, at 2¾, sellers; Providence, 31½ to 32½; South Condurrow, 3 to 3½; Tincroft, 17 to 17½; West Seton, 175 to 185; Wheal Rose, 30 to 31; Seton, 200 to 205; Trelawny shares in demand, at 17 to 18; Tremayne, 20s. to 25s.

On the Stock Exchange the demand for Mining Shares has been rather active during the week, and prices generally remain firm. The following prices were officially recorded in British Mining Shares:—Chiverton, 9¼, 8¾, 9, 8¼, 8, 8½; Great Laxey, 20; Great Wheal Vor, 32¼, 32; East Carn Brea, 6¾.—In Colonial Mining Shares the prices were:—Cape, 12, 12¾, 12¼, 11⅞, 11½; Kapunda, ½; Port Phillip, 1¼.—In Foreign Mining Shares the prices were:—Montes Aureos, ⅝, ¾; St. John del Rey, 42, 41, 40½, 39, 40; Frontino, 2, 2½; Val Antigoria, ¼; Washoe, 5*l.* paid, 10½, 10; Washoe, 3*l.* paid, 8¼, 8¼, 8, 7¼, 8; Santa Barbara, ¼, ⅜.

IRISH MINE SHARE MARKET.—A fair amount of business has been done in the leading mines this week, but prices were, nevertheless, not well supported, except for Connorree Mining Company shares, which realised 21s. 6d. for cash, and 22s. 6d. for August 21. Wicklow Coppers, after having changed hands at 14*l.* 5s. to 14*l.* 7s. 6d., suffered a relapse of from 3s. 9d. to 5s. per share; owing to a desire to realise, the sudden advance made within the last three weeks amounting to about 20s. per share. Sellers have, however, diminished, while enquiries are on the increase. Mining Company of Ireland shares were at first done at 32*l.* 10s. for July account, and quickly recovered to 32*l.* 15s., but on its being made known that the directors intend to recommend a dividend of only 16s. 1d. per share, being the same as last half-year, some disappointment was felt, and a reaction set in to such an extent that holders were obliged to decline doing business on the terms offered. After all, the difference between the dividend of 17s. 6d., as predicted by some speculators, for purposes of their own, and that now officially announced, is but 2 per cent. per annum on the amount paid up per share. Therefore, as soon as the public arrive at a proper appreciation of the prudence of the board of directors in not lending themselves to the encouragement of undue speculation, better prices will again be offered, in accordance with the assurance expressed by us a fortnight ago, that "as everything connected with this company is of well-known highest order, a much greater decline of prices need not be apprehended." Some sales of Killaloe Slate Quarry shares, were effected at 17s. per share, but they are now ineffectually pressed for sale at that price. The shares of the Mining Company for Ireland and of the Carysfort Mining Company have not been dealt in.

The DALBEATTIE AND KIRKCONNELL GRANITE COMPANY, formed with a capital of 120,000*l.*, in shares of 10*l.* each, has issued its prospectus, which will be found in another column of this day's Journal. The lessee of the quarries—Mr. Hugh Shearer, of Stroquhan—has agreed to transfer his interest in the leases, together with the railways, plant, and existing contracts (amounting to more than 100,000*l.*) for 50,000*l.*, half in cash and half in paid-up shares, on condition of receiving one-fourth of the nett profits, exceeding 10 per cent. per annum on the paid-up capital. No promotion money is to be paid. The granite is well and favourably known in the market, and its general good quality can be readily ascertained by examination of many of the dock and harbour works in various parts of the kingdom, as well as in important architectural works, including the Liverpool Docks; Graving Docks, Birkenhead; Harbour at Trinidad, Maryport Docks, Newport Docks, Swansea Docks, Silloth Docks, Workington Docks; Bank of England Branch, Liverpool; New Municipal Offices, Liverpool; and Brown's Buildings, Liverpool. The leases are for the longest period permitted by Scotch law, 31 years, and the owners have promised to renew as far as competent for them to do so. The Metropolitan Board of Works have selected it for the construction of the Thames Embankment, and the contractor for the first section of that work has accepted a seat at the board. The quarries, of which six are opened, are favourably situated half a mile from a navigable river, and 1½ mile from a railway station. The great advantage of employing granite as a building material has frequently been pointed out, and an interesting series of communications, explaining the especial merits of Scotch granite for commercial buildings, were published in the *Mining Journal* of Feb. and March last, so that no fear need be felt of a ready market being found for the material produced. The shares are already quoted at 2 premium.

The TRELECH MINES COMPANY, which has been introduced with a capital of 10,000*l.*, in 500 shares of 20*l.* each, and of which the prospectus will be found in another column, has for its object the development of a lead mine in the Cardiganshire metalliferous range. The Trelech Mine has been partially opened, and a considerable quantity of lead ore taken from it. According to the reports of experienced miners (amongst others Capt. Vivian, in the employ of the eminent mining engineers, John Taylor and Sons), there are five known lodes within a distance of 96 fms., and they give it as their opinion that these lodes are equally as rich as the one which has been worked upon, and yielded 735 tons of lead ore, worth 10,000*l.*, from the stoping of 750 fms. of ground, which is a high average. Attention has on several occasions been drawn to the richness of the lodes, and the vast success of well-managed Welsh lead mines, and the Trelech Mine is considered to offer great prospects of success, from its position and natural advantages. The gentlemen upon the direction are of commercial standing, as well as of mining experience, the purchase-money is stated to be moderate, and the vendors have subscribed for a considerable number of shares. Economical arrangements have been made for the London management, and the general features of the undertaking are promising.

The TAQUARIL GOLD MINING COMPANY, with a capital of 75,000*l.*, in shares of 5*l.* each, has issued its prospectus, the object of the undertaking being to purchase and work Brazilian gold mines. A provisional contract has already been entered into for purchasing the Taquaril estate, which adjoins that of Morro Velho (the St. John del Rel Company's property), in Minas Geraes, for 16,000*l.* in cash, and 10,000*l.* in paid-up shares, 2*l.* 10s. paid. Mr. Lanyon states, in his report, that he has taken out about 100 lbs. weight (4000*l.* worth) of gold in so small a space as from 10 to 12 feet of this lode. The Taquaril estate is freehold, and the lodes run through it at a distance of about six miles. It is mentioned that the late Mr. Charles Herring, when chief superintendent of the St. John del Rey Mine in Brazil, offered 50,000*l.* for it; but the proprietor having a larger offer at the time refused to accept Mr. Herring's. The direction is composed of gentlemen intimately acquainted with Brazil (including Mr. W. Brodie, late secretary of H. B. M. legation at Rio; Mr. R. D. Heatley, of the well-known mercantile firm of London and Valparaiso—Heatley, Cowan, and Co.; and Mr. Monach, formerly of the St. John del Rey Mines), and competent local authorities refer to the mine as one of the best in the province.

BARNED'S BANKING COMPANY has been incorporated with limited liability, and a capital of 2,000,000*l.*, in shares of 50*l.* each, to purchase for 160,000*l.* the business of the well-known Liverpool private bank of Messrs. I. Barned and Co. The company take over the business from July 1, together with all balances standing in the books at that day. The remuneration of the ordinary directors is to be fixed by the shareholders at their annual meetings, but power is taken in the Articles of Association to appoint one or more of their number as managing directors, whose extra remuneration will be determined by the board. The direction comprises some of the highest commercial names in Liverpool.

During the quarter ending June 30, the quantity of copper ore, the produce of Cornwall and Devonshire, sold at the Cornish ticketing, was 40,562 tons, which contained 2480 tons 1 cwts. of fine copper, and realised 190,466*l.* 5s. 6d., being equal to an average of 4*l.* 14s. 0d. per ton of ore, and 76*l.* 15s. 0d. per ton of copper in the ore. During the same period the British, colonial, and foreign ores sold at Swansea amounted to 8356 tons, which contained 1214 tons 6½ cwts. of fine copper, and realised 97,613*l.* 15s. 6d., being equal to an average of 11*l.* 14s. 0d. per ton of ore, and 80*l.* 7s. 6d. per ton of copper in the ore. The average produce of the ore sold at the Cornwall ticketing was 6½ per cent., whilst that sold at Swansea gave an average produce of 14½ per cent. From this it will be seen that the aggregate sales by ticket were 48,918 tons of ore, containing 3694 tons 7½ cwts. of fine copper, and realising 288,080*l.* 1s. 0d. The subjoined is a summary of the periodical sales at the Cornwall and Swansea ticketings respectively:—

The ore sold at the Cornish Ticketings was—

Date.	Standard.	Prod.	Price.	Per unit.	Tons ore.	Fine cop.	Amount.
April 6..	£124 0 0	6¼	£5 6 0	16s. 4d.	3281	212 17	£17,371 12 0
„ 13..	122 12 0	6⅜	5 0 6	15 10½	2140	135 18	10,778 1 6
„ 20..	127 16 0	5¾	4 11 0	15 11½	4419	252 15	29,145 12 0
„ 27..	122 6 0	6½	4 16 6	15 7	3175	196 7	18,385 1 6
May 4..	121 12 0	6¾	5 8 6	16 1½	3119	209 11	16,906 16 6
„ 11..	122 7 0	6¼	5 4 6	16 0	2433	158 13	12,717 10 0
„ 18..	130 4 0	5¾	3 19 0	15 4	5253	270 7	20,750 16 6
„ 25..	118 13 0	6⅜	4 17 0	15 2	3686	236 10	17,929 4 6
June 1..	116 1 0	6⅜	4 19 6	14 11	3209	213 8	15,936 5 0
„ 8..	116 7 0	6¼	4 17 0	14 10	2090	136 13	10,150 15 6
„ 22..	119 6 0	5⅞	4 5 6	14 6	4378	287 16	18,720 6 0
„ 29..	115 15 0	5⅞	4 0 6	13 10	3379	199 6	13,775 8 6
	Total for the quarter				40,562	2480 1	190,466 5 6
	Quarter ending March, 1865				41,907	2498 5	201,335 19 0
	Ditto ending December, 1864				41,322	2530 4	203,245 5 0
	Ditto ending September, 1864				41,149	2563 18	211,885 13 6
	Total for the year				164,940	10072 8	806,933 3 0
	Showing a quarterly average of				41,235	2518 2	201,483 5 6
	Corresponding quarter June, 1864				37,395	2364 10	189,559 13 6

The ore sold at the Swansea Ticketings was—

April 11..	£ 95 15 6	19⅜	£16 6 0	16s 10d	2048	396 16	£33,375 19 0
May 9..	100 13 10	12⅜	10 8 9	16 6½	1196	151 0	12,483 8 0
„ 23..	101 18 1	10¼	8 3 11	16 0	1466	160 5	13,017 3 6
June 13..	98 7 0	15⅜	11 18 6	15 6	1958	301 1	23,366 2 0
„ 20..	93 14 6	12¾	9 14 0	15 2½	1688	215 4¼	16,371 3 0
	Total for the quarter				8356	1214 6¼	£97,613 15 6
	Quarter ending March, 1865				4203	726 2¼	61,260 3 0
	Ditto ending December, 1864				6185	989 15	85,167 0 0
	Ditto ending September, 1864				6144	927 5	79,722 17 0
	Total for the year				24888	3857 9	£323,903 15 6
	Showing a quarterly average of				6222	964 7	80,975 19 0
	Corresponding quarter, June, 1864				12481	1607 0	135,729 15 0

At Redruth Ticketing, on Thursday, 3379 tons of ore were sold, realising 13,775*l.* 8s. 6d. The particulars of the sale were:—Average standard, 115*l.* 15s.; average produce, 5¾; average price per ton, 4*l.* 0s. 6d.; quantity of fine copper, 199 tons 6 cwts. The following are the particulars:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
May 25....	3686	£118 13 0	6¾....	£4 17 0	16s. 2d.	£75 17 0
June 1....	3209	116 1 0	6¾....	4 19 6	14 11	74 14 0
„ 8....	2090	116 7 0	6¼....	4 17 0	14 10	72 10 0
„ 22....	4378	119 6 0	5⅞....	4 5 0	14 6	69 1 0
„ 29....	3379	115 15 0	5⅞....	4 0 6	13 10	69 1 0

Compared with last sale, the decline has been in the standard 3*l.* 11s., and in the price per ton of ore about 5s. Compared with the corresponding sale of last month, the decline has been in the standard 6*l.* 5s., and in the price per ton of ore about 7s. 6d.

The following dividends were declared during the month of June:—

Mines.	Per share.	Amount.
Great Laxey	£0 10 0	£ 7,800 0 0
Great Wheal Vor	0 17 6	5,169 10 0
Wheal Seton.....	5 0 0	1,980 0 0
Herodsfoot	1 15 0	1,792 0 0
Dolcoath	5 0 0	1,750 0 0
West Wheal Seton	4 0 0	1,600 0 0
East Carn Brea.....	0 5 0	1,500 0 0
Clifford	0 10 0	1,440 0 0
Derwent Mine	7 10 0	1,100 0 0
Cwm Erfin	1 0 0	887 0 0
Wheal Basset	1 10 0	783 0 0
Wheal Trelawny	0 10 0	820 0 0
Minera Boundary and Lower Eisteddfod	0 2 0	300 0 0
Cape Copper	0 17 6	13,125 0 0
Lusitanian.....	0 3 0	1,500 0 0
Total		£40,951 10 0

At the Derwent Mines Company annual general meeting, held at the offices, Queen-street-place, on Thursday, a dividend of 7*l.* 10s. per share was declared.

At Minera Boundary and Lower Eisteddfod Mining Company meeting, held at the offices, Shrewsbury, on Thursday, a dividend of 2s. per share was declared.

At Spearn Moor Mine meeting, on June 22, the accounts to end of March showed a debit balance of 515*l.* 18s. 4d. A call of 1*l.* per share was made. Captain Bennetts and Ellis say—"We expect our sales of tin for the ensuing quarter will be

about 20 tons. We have 86 men and 8 boys employed on tutwork and tribute—tribute averaging 14s. 6d. in 1l."

At Wheal Hope meeting, on June 20 (Mr. F. J. Johnston in the chair), the accounts to June 20 showed a debit balance of 1070*l.* 15s. 1d., and a balance of liabilities over assets of 517*l.* 14s. 5d. A call of 5s. per share was made. The arrears of call amounted to 69*l.* 15s. 3d., and the committee have 454 forfeited and relinquished shares on hand. Capt. John Nicholls reported that he believed they would attain a much more favourable position in a few months.

At Wheal Hearle meeting, on Monday (Mr. T. Hollow in the chair), the accounts for the seven months ending April showed a debit balance of 565*l.* 8s. 1d. A call of 7s. 6d. per share was made. Of the 3648 shares, 1308 have been relinquished, so that the call was on 2340 shares only. Capt. Wesley reported upon the importance of securing an additional piece of ground westward of the sett. The best part of Wheal Hearle tin ground, as far as the mine is yet proved, is in the west, but in some places the limits of the sett are reached. Boscaswell adjoins, and the report pointed out that if 15 fathoms in a straight line (which would be 60 fathoms on the course of the Bill lode) could be obtained from Boscaswell, 1 or 1½ ton of tin additional could be raised monthly. Nothing had been done in this western ground for two years, except to sink a winze. The 122 east had also improved. The grant of the additional 35 fathoms has now been obtained.

At the Fowey Consols Mine meeting, on June 20, the accounts for four months ending April showed a credit balance of 460*l.* 11s. 5d. A call of 3s. 6d. per share was made. It appearing that but few of the lords of the soil have responded favourably to the request for a temporary remission of the dues, it was resolved that, in consequence of the continued poverty of the mine, the trustees for the Treffry Estate (as representing the majority of the shares), in conjunction with the purser, be requested to appoint an early meeting with the lords of the soil, in order that the matter may be discussed, as it is considered necessary that the whole of the dues should be suspended for awhile, to assist the adventurers in the further prosecution of the mine, and which will, doubtless, ultimately be found to be beneficial to themselves, as well as the adventurers.

At the New Clifford Mine meeting, yesterday (Mr. James Weston in the chair), the accounts showed a credit balance of 1109*l.* 18s. Details elsewhere.

At Hingston Down Consols Mine meeting, on Thursday, the accounts showed a credit balance of 1338*l.* 0s. 9d. The cost for May and June is estimated at 1000*l.*, and the next sampling of ore will be about 480 tons.

At Wheal Polmear meeting, on June 21, the accounts for the four months ending April showed a debit balance of 1362*l.* 5s. 9d. A call of 1*l.* per share was made. The calls in arrear amount to 165*l.* The old mine is to be abandoned, engines stopped, and materials brought to surface, when one-half the expenses will be saved, and the underground agents' services dispensed with at the end of July.

At Boswidden and Wheal Castle meeting, on June 21, the accounts for the quarter ending March showed a debit balance of 895*l.* 4s. 8d. The profit on the three months' working was 26*l.* 16s. 7d. Capts. Roach, Hattam, and Edw. Boyns reported upon the various points of operation.

At the Vigra and Clogau Mine meeting, yesterday (Mr Martin in the chair), it was agreed to increase the capital of the company by the issue of 4200 new shares, of 8*l.* each. Details in another column.

At the Gawton Copper Mine meeting, on Wednesday (Mr. J. Rowlands in the chair), the accounts showed a debit balance of 465*l.* 1s. 8d. A call of 3s. per share was made.

At the West Tolgus Mine meeting, on Tuesday, the accounts for four months, ending April, showed a debit balance of 589*l.* 9s. 4d. A call of 2*l.* per share was made.

At Camborne Vean Mine meeting, on Monday, the accounts showed a debit balance of 852*l.* 13s. 2d. A call of 4s. per share was made.

The Valencia Slate Slab Company (Limited) first annual meeting was held at the offices, 40, Upper Belgrave-place, Pimlico, on Thursday, when a dividend of 6s. 8d. per share (being at the rate of 10 per cent. per annum) was declared.

At the St. John del Rey Mine meeting, on Wednesday (Mr. J. D. Powles in the chair), the report of the directors was adopted. Details elsewhere.

The Bank of England returns for the week ending on Wednesday, although not so glowing as they have been for the past few weeks, are by no means discouraging. The changes, as compared with the previous week, show in the notes issued an increase of 74,140*l.*; in the notes in circulation, an increase of 421,390*l.* Public deposits, increase, 906,691; other deposits, increase, 57,622; Government securities in banking department, no change; other securities in banking department, increase, 1,393,730; coin and bullion in both departments, increase, 112,756; seven day and other bills, increase, 2643; the Rest, increase, 10,140; notes in reserve, decrease, 347,250; and in the total reserve (notes and coin) in banking department, decrease, 308,634.

At the Public Works Credit Company meeting, on Thursday (Mr. W. Tipping in the chair), the directors had again the satisfaction of presenting to the shareholders an encouraging report of their operations during the past year. The financial position of the company enables them to write off the whole of the preliminary expenses, to pay one-half of the sum agreed on the transfer of the business of the European and American Finance Corporation, to give a bonus of 1*l.* each to the shares first issued, to recommend a dividend of 10*l.* per cent., and to carry a considerable balance to next account. The remaining profits already made by the company, but which consist chiefly of securities upon works in course of construction, and which are made payable as those works progress, are not reckoned at all, but reserved for future distribution. They represent a sum estimated at a minimum value of 65,000*l.* The total liabilities of the company are less than 25,000*l.* Mr. J. G. T. Sinclair was elected a director in the room of Captain Carvell, deceased. Messrs. Kemp, Cannan, Ford, and Co. were re-elected auditors, and 100 guineas awarded to them.

At the Canada Company meeting, on Thursday, a dividend of 15s. per share was declared, and the directors stated that the distribution would have been larger but for the stagnation of business in Canada and the heavy sum drawn for taxes.

The London and South African Bank next half-yearly meeting will, after the ordinary business, be made special for the purpose of accepting the supplemental charter granted to the company.

The Ryde Quay Company was, on Thursday, placed in the hands of Mr. H. Tarelkeld Edwards (of Cash and Edwards) as official liquidator by Vice-Chancellor Sir W. P. Wood.

The Russian (Vyksounsky) Ironworks Company have announced that they are prepared to exchange certificates for shares for bankers' receipts. The shares have been very extensively dealt in during the week at from 8 to 10 prem.

At the Marine Insurance Company meeting, on Thursday, a dividend of 1*l.* per share, and a bonus of 7*l.* per share, was declared, free of income tax, and 20,000*l.* was added to the reserve fund, which now amounts to 370,000*l.* The assets show an improvement of 10,000*l.* as compared with the preceding year.

The British and Foreign Marine Investment Company have declared a dividend of 10 per cent. per annum, payable out of interest on investments on July 13.

At the Imperial Ottoman Bank meeting, on Monday (Sir W. Clay in the chair), the directors reported a gross profit for the twelve months of 336,992*l.*, a portion of which was derived from commission on the introduction of the Turkish loan of 1862; all the rest was from the profitable discharge of their legitimate commercial and banking functions. From these profits, however, the expenses of London management and of the ten branches have to be deducted. A dividend of 1*l.* per share was declared, making, with the 10s. paid in January, a total distribution at the rate of 15 per cent. per annum. The Chairman stated that the extension of the business of the bank would probably necessitate the issue of new shares shortly, to provide the increase of capital.

At the Ottoman Bank (in liquidation) meeting, on Monday (Sir W. Clay in the chair), the directors reported that they had completed the liquidation, and prepared the final balance-sheet. The balance shown allowed a third and final distribution of 15s. per share on the old shares, and 1s. 6d. on those of the second issue of the late bank. The directors have succeeded in realising a considerable sum beyond the reserve fund, and have thus been enabled to make a total distribution of 5*l.* 5s. per share on the old, and 10s. 6d. per share on the shares of the second issue, besides the repayment of the whole of the company's capital. The present division exhausted all the assets except 400*l.*, which was voted to the liquidators.

At the Law Life Assurance Society meeting, on June 24 (Mr. F. T. Bircham in the chair), the directors reported that the invested assets exceed five and a quarter millions, and that the annual income is half a million sterling. The following paragraph relates to the assurance fund:—On Dec. 31, 1864, the value of the assets of this fund was 4,405,396*l.* 4s. 5d.; the value of the liabilities was 3,886,584*l.* 10s. 5d.; leaving as the surplus profit to be divided in respect of the five years, 1860 to 1864, the sum of 518,811*l.* 14s.; of this surplus, one-fifth—103,762*l.* 7s.—belongs to the proprietors, which increases that fund to 838,806*l.* 2s. 9d.; and the remaining four-fifths—415,049*l.* 7s.—belong to the assured, and is converted into an equivalent reversionary bonus of 594,413*l.* Mr. Downes, the actuary, was highly complimented on the skill and energy displayed by him in connection with the management.

The Constantinople and Alexandria Hotels Company is, by order of the Master of the Rolls, to be wound-up under the official liquidatorship of Mr. G. Scott.

The Michigan Central Railway Company have given notice that the dividend now due on their 6 per cent. sterling bonds will be paid in due course.

The undermentioned gentlemen have joined the board of the Great Britain Mutual Life Assurance Society—Mr. Charles Capper (Chairman of the Southampton Dock Company), Mr. James Wright, C.E., and Mr. Wm. Burn, solicitor.

With reference to the market for American Securities, Mr. E. F. Satterthwaite reports as follows:—The buoyant aspect of the London market for American securities reported in our last continued until the arrival of the *Persia*, when, on the intelligence of a considerable advance in the rate of exchange, the market gave way, and Government bonds and railroad shares were pressed for sale. From the lowest point, however, there has been a slight reaction, United States 5·20 bonds closing 70½ to 71, a fall of three per cent. Illinois and Erie shares have both declined $2, the former being last quoted 83¼ to 84, and the latter 53 to 53¼. Atlantic and Great Western securities are still enquired for, and maintain their price well.

THE GODOLPHIN HILL MINE.—As will be seen from the details of the first general meeting (which appear in another column), a well-organised cost-book company has been formed for the working of the mineral ground situated on the northern slope of Godolphin Hill. It may be mentioned that upon the corresponding southern slope of this hill, and adjoining the present company's grant, are the Great Work Consols Mines, that have been for many years, and still are, dividing large profits among its shareholders; and to the eastward are the old Godolphin Mines, which formerly were highly productive; and the Great Wheal Vor is not more than about one mile and a half distant from the southern boundary of the Godolphin Hill Mine. In former years adits were driven which are available for most of the lodes to a depth of nearly 50 fathoms; in the general preliminary development of the mine a large outlay has been made, and upon a very limited scale of working the shallow explorations have for the last few years returned tin of the aggregate value of 1000*l.* per annum. The present condition of the mine admits of profits being made from points above the adit, but the prospects are considered to be so encouraging for the opening up of large deposits of ore at a greater depth, that it has been decided to at once erect adequate machinery for the full development of the property, to accomplish which it will take about six months, and at an expenditure, it is estimated, of about 4000*l.* To meet this, it is proposed to call from the shareholders at certain periods, extending over twelve months, the sum of 3000*l.* (10s. per share); this, with the profit upon the tin calculated to be returned during the erection of the machinery, will, it is considered, be more than sufficient to do all that is necessary to make it a profitable property. The lease is held from the executors of the late Duke of Leeds, at a royalty of 1-18th for 21 years, about two of which have expired.

HALLENBEAGLE.—Great injury having been done to the interest of distant shareholders in this mine by the circulation of all sorts of unfriendly reports, and more particularly that of large calls being necessary for the working of the mine, we are pleased at being enabled to give the exact state of the accounts as they will appear at the next meeting:—

Balance against the mine last account	£1534	16	5					
Call of 5s. per share	1500	0	0	= £	34	16	5	
February cost.....	£885	1	0					
March ditto.....	564	5	8					
April ditto	589	3	6					
May ditto	516	17	1	=	2555	7	3	= £2590 3 8
Credits—Sale of ore for January and February				£	963	17	10	
April and May					1350	0	0	= 2313 17 10
Balance against the mine								£ 276 5 10

This statement is exactly as the cost-book stands at the mine, which includes every item of expenditure for the last four months, including lords' dues and upwards of 100*l.* left from last account. Shareholders can see for themselves what calls will be necessary when they find a profit of nearly 250*l.* on the last two months' working.

FRONTINO AND BOLIVIA (SOUTH AMERICAN) GOLD MINING COMPANY.—The manager, Captain Goyen, writing from Bolivia on May 8, says that if the lode only produces ¾ oz. of gold per ton, they have a mine good enough; but it is his opinion, as well as that of everyone on the establishment, that the lode will produce nearly 2 ozs. of gold to the ton. The lode can be traced more than five miles through the company's property, and Captain Goyen states that the stuff is so abundant that there might be erected eight or ten similar engines to the one being erected. At Frontino there has been a considerable improvement in the yield of gold. There will now be regular and increasing monthly returns. All the staff were well, and the stamps were expected to be at work at Bolivia by the end of June.

WIRE ROPES, FOR MINING.—In another column of this day's Journal is published a highly interesting and practical paper "On Wire Ropes," by Mr. G. C. GREENWELL, the author of the excellent work on "Mine Engineering," in which the various results of continental experience during the past 25 years, as well as the particulars of the success attained in this country, are carefully given. The comparative costs of flat and round wire rope, as ascertained from the author's own experience, is given, and their relative merits are pointed out; but perhaps the most important information which the paper supplies is the explanation of the mode of calculating the strength and size of rope necessary to employ for any given work. An interesting discussion followed the reading of the paper, an abstract of which we also publish.

The following are the Government Returns of the exports of articles identified with mining, the produce and manufacture of Great Britain, for the five months ending May 31, 1865; and also as compared with the five months ending May 31, 1864; extracted from the "Accounts relating to Trade and Navigation," published by the Board of Trade:—

DECLARED VALUE FOR THE FIVE MONTHS ENDING MAY 31.

	1864.	1865.	Decrease.
Coals and culm	£1,598,383	£1,683,583	
Hardwares and cutlery:—			
Surgical instruments .. £150,430	£153,469		
Agricultural implements 199,368	213,587		
Other sorts..... 1,267,364 = 1,617,102	1,263,020 = 1,630,076		
Machinery:—			
Steam-engines 545,751	880,633		
Other sorts ..... 1,069,875 = 1,615,626	1,342,128 = 2,222,761		
Total ..... £ 4,831,111	£ 5,536,420		
Metals:—Iron—Pig..... £ 576,855	£ 567,291		
Bar 1,182,668	786,232		
Railroad 1,457,156	1,129,223		
Wire 155,475	170,150		
Ditto telegraphic 96,108	98,201		
Castings 261,164	268,781		
Hoops 741,197	505,024		
Wrought 888,136	923,149		
Old ..... 9,268 = 5,377,609	4,003 = 4,450,054	.. £927,555	
Steel 440,334	 266,721	 173,613	
Copper—Unwrought 201,364	95,458		
Wrought 866,350	1,136,031		
Other sorts ..... 27,863 = 1,095,577	86,700 = 1,418,189		
Brass 82,259	89,609		
Lead—Pig 358,327	184,742		
Ore ..... 68,200 = 426,527	65,441 = 250,183	 176,344	
Tin—Unwrought 203,142	189,731	 13,411	
Tin-Plates 640,229	575,367	 64,862	
Zinc 55,114	37,597	 17,517	
Grand total	£13,151,902	£12,813,871	...£1,373,302
Less increase—Coals and culm, 85,200*l.*; hardware and cutlery, 12,974*l.*; machinery, 607,135*l.*; copper, 322,612*l.*; brass, 7350*l.*			1,035,271
Total decrease			£ 338,031

COAL MARKET.—The arrivals this week number 108 ships of all kinds. House coals have been in good demand at fully last week's prices, and the whole quantity cleared off. Hartley's have met with more enquiry, but quotations are unaltered. Manufacturers' steady. South Hetton Wallsend, 17s. 9d.; Tunstall Wallsend, 15s. 9d.; Hasting's Hartley, 16s. 6d.—1 cargo unsold: 30 ships at sea.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Laird, Liverpool, we learn that the quantity of coal exported during May was 811,163 tons, against 646,106 tons in the corresponding month of 1864, showing an increase of 165,057 tons. The particulars are—From the Northern ports, 493,822 tons; Yorkshire, 29,522 tons; Liverpool, 44,888 tons; London, 6943 tons; Severn ports, 172,514 tons; and Scotch, 63,474 tons. The increase was—Northern ports, 138,270 tons; Yorkshire ports, 14,819 tons; Scotch, 26,570 tons. The decrease—Liverpool, 3847 tons; Severn ports, 17,698 tons. The total shipments from January to May, 3,304,326 tons; corresponding period last year, 3,123,549 tons: increase, 180,777 tons.

THE SOUTH WALES AND GREAT WESTERN DIRECT RAILWAY BILL has been passed by a Committee of the House of Lords, presided over by Earl Amherst. The proposed line will cross the Severn near Chepstow by a high level bridge, at an elevation of 100 feet above high water mark. The importance of this line as providing means for bringing the coal of South Wales to London was fully recognised in its progress through both Houses of Parliament.

ELECTRIC LIGHT.—Dr. Duchemin (who successfully substituted perchloride of iron for nitric acid, and chloride of sodium for sulphuric acid, in Bunsen's pile) states that by using common chloride of potassium instead of chloride of sodium, he has succeeded in increasing the moving and calorific power which is obtained from the latter, and that he thus had easily produced electric light.

GAS AT MADRID.—A company for lighting Madrid with gas has been formed by some Franco-Spanish capitalists—to be more precise, by the Spanish Credit Mobilier. The company begins its operations on excellent conditions, as, thanks to the opening throughout of the Northern of Spain Railway, the price of coal has experienced a notable fall at Madrid. The working of coal mines in Castille, which belong to the Mobilier Espagnol, is being developed, and presents good results. These results assured, they may possibly give rise to the constitution of a special company.

DRUNKENNESS IN THE MINING DISTRICTS.—Some interesting official data have just been collected as to the prevalence of drunkenness in the mining and manufacturing counties of Derbyshire, Nottinghamshire, Staffordshire, Warwickshire, and Worcestershire. The total number of persons proceeded against for drunkenness in Derbyshire, in the year ending September 20, 1864, was 690; in Nottinghamshire, 706; in Staffordshire, 3306; in Warwickshire, 410; and in Worcestershire, 518. The total number convicted was—In Derbyshire, 625; in Nottinghamshire, 576; in Staffordshire, 2656; in Warwickshire, 348; and in Worcestershire, 349. The number proceeded against per 1000 of the population was—In Derbyshire, 2·4; in Nottinghamshire, 3·4; in Staffordshire, 5·2; in Warwickshire, 2·1; and in Worcestershire, 2·0. The number convicted per 1000 of the population was—In Derbyshire, 2·1; in Nottinghamshire, 2·7; in Staffordshire, 4·2; in Warwickshire, 1·8; and in Worcestershire, 1·4. We have thus an average for the five counties of 3·6 per 1000, as regards the number proceeded against for drunkenness, and of 2·9 per 1000 as regards the number convicted. In a cluster of agricultural counties, the corresponding averages were 1·9 and 1·7 per 1000 inhabitants respectively.

GEOLOGICAL SOCIETY OF LONDON.—June 21: Mr. W. J. Hamilton (President) in the chair. Samuel Bailey, mining engineer, The Pleck, Walsall; Wm. Keene, Sydney, New South Wales; and the Rev. Benjamin Waugh, Newbury, Berks, were elected Fellows. The following communications were read:—

1.—"On the Carboniferous Rocks of the Valley of Kashmere," by Capt. H. Godwin-Austen, with Notes on the Carboniferous Brachiopoda, by T. Davidson, F.R.S., F.G.S.; and an Introduction and Resumé, by R. A. C. Godwin-Austen, F.R.S., F.G.S.: communicated by R. A. C. Godwin-Austen, F.R.S., F.G.S.

2.—"On the Mammalian Remains found by E. Wood, F.G.S., near Richmond, Yorkshire," by W. Boyd Dawkins, B.A., F.G.S., with an Introductory Note on the Deposit in which they were found, by E. Wood, F.G.S., and G. E. Roberts, F.G.S.

The following specimens were exhibited:—Collections of carboniferous brachiopoda and other fossils from Kashmir and Thibet; exhibited by R. A. C. Godwin-Austen, F.R.S., F.G.S. Bones of bear, ox, goat, &c., from a clay-deposit near Rickmond, Yorkshire; exhibited by E. Wood, F.G.S. New species of coral from the English Lias; exhibited by Dr. Duncan, Sec. G.S. Cyrtocera (Nautilus) linearis, Münst, from the St. Cassain beds; exhibited by O. C. Marsh, M.A., F.G.S.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—Vice-Chancellor Kindersley proposes, on July 3, to appoint an official liquidator of this company.

LIABILITY OF SHAREHOLDERS.—A limited liability company, by a special resolution passed in general meeting, determined to amalgamate with another company. The Master of the Rolls has decided that a company cannot in this way compel its shareholders to become shareholders in another company.

The Master of the Rolls has appointed Mr. Edwin Waterhouse (Price, Holyland, and Waterhouse) official liquidator to the British Ice Making Co. (Limited).

RAILWAY CALLS.—The amount falling due in July is 933,350*l.*—making the total called for during the seven months of 1865, 8,940,660*l.*

GUN-COTTON ACCIDENT.—At the Redhall Quarry, near Edinburgh, as A. Begbie and T. Addison were charging a shot with gun-cotton rope, to blast some rock, the cotton suddenly ignited, and an explosion followed. Begbie was dreadfully injured, and Addison's hands were completely blown from his arms; he has since died.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
June 23	Cargoll	61	£16 13 6	Panther Co.
	— ditto	10	6 0 0	R. Michell & Son.
June 26	Glogfach	90	15 3 0	Newton, Keates, & Co.
	—East Logyllas	70	11 18 0	Panther Co.
	—Cwmystwith	50	11 17 6	ditto
	— ditto	50	12 0 0	ditto
	—Minera Boundary, &c. ..	20	12 7 6	Newton, Keates, & Co.
June 27	West Chiverton	80	12 7 6	—
June 28	North Devon.....	40	11 10 0	Burry Port Co.
	—Bronfloyd United	55	13 0 0	Panther Co.

BLENDE.

Date.	Mine.	Tons.	Price per ton.	Purchasers.
June 14	Gronant	50	£5 16 0	Vivian & Sons.

BLACK TIN.

Date.	Mines.	Tons	c.	q.	lbs.	Price per ton.	Amount.	Purchasers.
June 21	Rosewall Hill, &c...	8	3	1	15 ..	— ..	£ 436 4 6	—
	—Wheal Grenville ..	11	0	1	16 ..	58 0 0 ..	—	—Mellanear.
	— ditto	3	4	1	12 ..	48 0 0 ..	—	— ditto
	—E. Wheal Grenville	4	15	3	19 ..	58 0 0 ..	—	— ditto
	— ditto	1	4	1	27 ..	50 0 0 ..	—	— ditto

COPPER ORES.

Date.	Tons.	Price per ton.	Purchasers.
Great Laxey	120	£5 13 0	Pocket Nook Co.

COPPER ORES.

Sampled June 14, and sold at Tabb's Hotel, Redruth, June 29.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
South Caradon	80	£5 11 0	Fowey Consols.....	69	£4 7 6
ditto	71	4 4 0	ditto	65	0 6 6
ditto	68	5 16 6	Hallenbeagle	90	2 15 6
ditto	61	4 3 6	ditto	62	4 8 0
ditto	51	11 13 0	ditto	55	5 1 6
ditto	50	9 7 6	ditto	46	3 19 0
ditto	47	10 11 6	ditto	23	10 3 6
ditto	43	9 19 0	Craddock Moor.....	54	7 3 6
ditto	34	10 18 0	ditto	53	5 7 6
ditto	33	5 9 6	ditto	48	5 7 0
Phœnix Mines	105	2 3 6	ditto	39	0 7 6
ditto	69	1 5 0	ditto	31	2 10 6
ditto	68	1 14 6	ditto	22	3 4 6
ditto	52	1 18 0	Wheal Rose	101	4 1 6
ditto	46	5 10 0	ditto	63	4 12 6
ditto	45	2 4 6	ditto	56	4 18 0
ditto	40	3 2 6	Great North Downs.....	78	5 18 6
ditto	39	7 10 0	ditto	60	3 0 6
Clifford Amalgamated..	74	1 10 6	ditto	53	4 1 6
ditto	73	1 6 6	Glasgow Caradon.....	60	2 10 0
ditto	67	4 13 0	ditto	52	1 8 6
ditto	60	0 16 6	ditto	44	4 6 6
ditto	52	4 7 0	New Treleigh	32	1 16 0
ditto	51	4 14 0	ditto	22	0 1 0
ditto	50	1 19 0	ditto	16	4 6 0
ditto	16	3 12 6	Treloweth	46	3 16 6
West Damsel	60	4 2 6	Falmouth and Sperries.	39	1 6 6
ditto	59	2 16 6	Wheal Polharman	28	3 10 0
ditto	58	3 14 0	Grambler & St. Aubyn.	20	5 2 0
ditto	46	3 16 6	Clymo's Ore.....	13	1 5 6
ditto	42	3 11 6	East Downs	11	3 3 0
ditto	41	3 5 6	Tywarnhaile.....	11	1 14 6
ditto	5	6 16 6	Creegbrawse	10	2 12 0
Fowey Consols	72	5 4 0	Old Wheal Basset	9	1 14 6
ditto	70	4 15 6			

TOTAL PRODUCE.

South Caradon	538	£3932 0 6	New Treleigh	70	£ 127 10 0	
Phœnix Mines....	464	1301 7 0	Treloweth	46	175 19 0	
Clifford Amalgam..	443	1192 0 6	Falmouth and Sper.	39	51 13 6	
West Damsel.....	311	1123 5 6	Wheal Polharman..	28	98 0 0	
Fowey Consols....	276	1031 13 0	Gram. & St. Aubyn	20	102 0 0	
Hallenbeagle.....	276	1217 8 0	Clymo's Ore	13	16 11 6	
Craddock Moor....	247	1092 19 6	East Downs	11	34 13 0	
Wheal Rose	220	963 7 0	Tywarnhaile	11	18 19 6	
Great North Downs	191	840 2 6	Creegbrawse	10	26 0 0	
Glasgow Caradon..	156	414 8 0	Old Wheal Basset...	9	15 10 6	

Average Standard..... £115 15 0 | Average Produce 5⅞
Average Price per ton £4 0 6
Quantity of Ore ..... 3379 tons | Quantity of Fine Copper, 199 tons 6 cwts.
Amount of Money £13,775 8 6

LAST SALE.—Average Standard..... £119 6 0.—Average Produce 5⅞
Standard of corresponding sale last month, £118 13 0.—Produce, 6⅝.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	326⅝.....	£1748 4 9
Freeman and Co.	108	500 0 6
Grenfell and Sons.....	159 11-12..	1052 16 10
Sims, Willyams, and Co.	328½.....	1407 15 6
Williams, Foster, and Co.	674½.....	3399 8 10
Mason and Elkington.....	453	1897 13 0
Bankart and Sons	103¼.....	203 17 9
Copper Miners' Company	316¾.....	1195 16 1
Charles Lambert	631	1649 1 0
Sweetland and Company	176½.....	598 12 3
Penclawdd Copper Co.	65	422 2 0
Total	3379	£13,775 8 6

Copper ores for sale at Tyack's Hotel, Camborne, on Thursday next.—Mines and parcels.—Clifford Amalgamated 830—West Seton 606—Seton and Pendarves 518—Wheal Basset 209—South Tolgus 180—East Pool 178—North Roskear 163—South Crofty 163—Tolcarne 148—Carn Camborne 136—South Frances 115—Nangiles 60—West Stray Park 21—North Grambler 20—South Basset 9—South Condurrow 9.—Total, 3365 tons.

Copper ores for sale on Thursday week, at Tabb's Hotel, Redruth.—Mines and parcels.—Prosper United 393—West Basset 330—East Carn Brea 301—Wheal Margery 284—East Rosewarne 201—New Rosewarne 136—Wheal Buller 82—Copper Hill 76—Pendeen Consols 62—Tolvadden 48—North Basset 43—Crowan Consols 16—Thomas's Ore 7—Mount Carbis 6.—Total, 1985 tons.

COPPER ORE TICKETINGS FOR 1865.

July	6	Camborne	Oct.	5	Redruth
	13	Redruth		12	Redruth
	20	Truro		19	Truro
	27	Truro		26	Redruth
Aug.	3	Camborne	Nov.	2	Redruth
	10	Redruth		9	Redruth
	17	Truro		23	Truro
	24	Redruth		30	Redruth
	31	Camborne	Dec.	7	Redruth
Sept.	7	Redruth		14	Redruth
	21	Truro		21	Truro
	28	Truro		28	Redruth

Copper ores for sale at Swansea, July 4—Cuba 114, 85, 12, 74, 70, 11, 69, 65, 64, 8, 1, 1—Yanganooka 68, 15, 2—Berehaven 85, 114, 86, 84, 76, 81, 78—Cobre 104, 102, 100, 70, 80—Ballycummisk 18, 48, 33—Piedmontese 39—Tuscan Ore 5, 13—Piedmontese 1—Var 1, 6, 29, 16—Victor Emanuel 22, 10—Lisbon Ore 43—Cronebane 4—N.T.M. 16, 4—Casali 29—Slag 15—Californian 6—Sweepings 2.—Total, 2077 tons.

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

GRYLLS WHEAL FLORENCE.—The prospects here are not yet equal to what we were led to expect, and upon which we purchased a large interest in the mine. Considering, however, that, according to actual sales, tin to the value of upwards of 2000*l.* was returned from the adit, and that the Wheal Grylls Company drove into the sett and took 300*l.* worth of tin from a good lode, and also that the junction of the Grylls rich lodes is said to be in the sett, we do not despair of good discoveries being made ere long. At the last meeting the agent hoped to return about 3 tons of tin a month, which would have about met cost, but this, we understand, has not yet been done.

WHEAL TRUSCOTT.—A reference to back Circulars will give all the information required. Six men are driving the adit as fast as they can to cut the lode 25 fathoms deep, and at this point great results are anticipated.

WHEAL GRENVILLE.—A rise of 10*l.* per ton in tin, and a good lode in the 120, would double the price of these shares, which ought, in our opinion, to be bought at once, rather than sold; and especially bought by those who came in at 10*l.* per share, as numbers of holders did.

NEW INVENTIONS.

PROVISIONAL PROTECTION for six months has been granted for the following:—

J. BENNETT, Sheffield.—Improvements in the manufacture of iron and steel. May 11.

W. HEWITT, Brewer-street, Pimlico, London.—An improved composition for preventing incrustation in steam-boilers. May 12. [steam-boilers. May 18.

T. MOLDEN, J. NEWSOME, and J. AKEROYD, Leeds.—Improvements in the furnaces of

J. RAMSBOTTOM, Crewe, Chester, engineer.—Improvements in machinery employed in the manufacture of hoops and tyres. May 25.

D. LAW, ironfounder, and J. BENNET, foundry manager, Glasgow.—Improvements in apparatus for making cores and moulds for casting. May 25.

J. GJERS, Middlesborough, York, engineer.—Improvements in ovens or kilns for the manufacture of coke. May 25.

J. A. HEINRICH, Mulhouse, France, civil engineer.—A new system of rotative machines, to be used as steam-engines and water-pumps. May 26.

M. COHEN, Fenchurch-street, London, merchant.—Improvements in the construction of furnaces or fire-places. May 26.

L. DE FONTAINEMOREAU, 4, South-street, Finsbury, London, patent agent.—Certain improvements in the manufacture of lime. May 29.

LETTERS PATENT have been issued for the following:—

J. WOLSTENHOLME, Ratcliffe, Lancaster, plumber, glazier, and gasfitter.—An improved implement for cutting pipes and bars of metal. Dec. 26.

J. DODGE, Manchester, mechanical engineer.—Improvements in apparatus for rolling, shaping, and forging "flie-blanks," "flyers," and other metallic articles of small dimensions. Dec. 28. [sheds, railway stations, and similar structures. Dec. 30.

T. BOUCH, Edinburgh, civil engineer.—Improvements in the construction of roofs for

H. CHAMBERLAIN, Wakefield, York, engineer.—Improvements in machinery or apparatus for the manufacture of compressed bricks. Jan. 10. [lifts. Jan. 20.

W. CLAY, Liverpool, ironmaster.—Improvements in the mode of working hydraulic

E. B. WILSON, Glasgow.—Improvements in furnaces. Feb. 16.

LIST OF SPECIFICATIONS published during the week:—

Cutting slate, marble, or stone, 4d.; submarine and other foundations, 1s.; preventing incrustations in boilers, 4d. L. DE FONTAINEMOREAU.

STOPPING LEAKS IN BOILER TUBES.—Messrs. Lavery and Stuart have patented an invention, which consists in the application to a leaky boiler tube of a split ring, with or without a bead, in combination with one or more expanding wedges, in such a manner that by the action of said wedge or wedges the ring can be secured in the interior of the tubes, and the leak be stopped. If the ring is to be applied to the end of the tube near the tube-sheet, it is provided with a bead to fit into the cavity of the tube, close behind the tube-sheet, and the leak can be stopped simply by expanding the tubes, or an open cap may be attached to the ring by screw bolts or other suitable means secured to the ring by ears or large projections from its inner surface, in such a manner that by introducing suitable packing between the inner surface of such cap and the tube-sheet the leak is stopped without interfering with the draught, and the cap can be secured in its place at any moment, and without the necessity of boring holes in the tube-sheet.

IMPROVED FURNACE BARS.—An invention has been provisionally specified by Messrs. Gothard and Garland, of Birmingham, which consists of arrangements whereby the slag formed during combustion in furnaces is readily removed, and the furnace bars are preserved from the unequal wear and destruction to which they are ordinarily subjected. The furnace bars are formed with a number of longitudinal slots, a series of such bars being placed in a frame so as to allow of each bar being rotated when necessary. The slag formed during combustion falls in a molten state upon the fire-bars and slides down the sides thereof, a free current of air through the body of fuel under combustion being thus obtained, while the heat proceeding therefrom is equalised. When a bar is partly destroyed on one or more sides thereof, rotation is communicated to it until another side is uppermost, thus preventing the necessity for the substitution of an entirely new bar until the other sides have been burnt off. In order to facilitate the removal of the slag from the fire-grating, the following arrangement is employed:—A bar or tube of iron or other material suitable for such purpose, and having a number of blades or cutters projecting from its surface, is connected with the furnace or furnace grating, and a sliding motion being imparted thereto by any of the known means, the edges of the blades or cutters are brought into contact with the heated slag, and passing through the longitudinal slots or openings in the furnace bars the slag is caused to fall through the grating into the fire-pit beneath.

HOW TO MAKE GOOD IRON.—The importance of employing a flux thoroughly suited to the iron ore under treatment has been carefully pointed out by Prof. Fleury, of New York, who remarks that the flux serves a threefold purpose. Firstly, it facilitates the elimination of the iron by forming easily fusible compounds with the silica and alumina in the ore; secondly, it protects the iron from being oxidised again while passing the blast down the hearth; and, thirdly, it serves to deprive the iron of most of its impurities, such as silicon, phosphorus, sulphur, arsenic, &c. The quantity and quality of the flux should be adapted to the kind of ore used. Burnt lime gives a great saving of fuel, and an excellent quality of iron with some ores, while with others common limestone and shale, free from quartz veins, give equally good results. The advantage of an occasional chemical analysis of the ores and fluxes used cannot be too much recommended to the ironmaster's attention. Prof. Fleury has seen instances, and he is not, probably, the only observer of them, where ironmasters were entirely ignorant of the nature of the flux they used. He saw furnaces worked with the most refractory magnesium limestone that could be found, using at least one-third too much, and, of course, delivering a most excellent quality of *red and cold-short pig-iron*. To his question as to the reason of their inferior quality of iron, they answered by accusing the ore; a bad boy, they said, will never make a good man. They little dreamed that by using a better flux, and in much smaller quantity, their iron could be made of good quality, and at much less cost. Many bad boys, if properly understood and managed, can be turned into good and useful men.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending June 25 was 13,877*l.* 12*s.* 4*d.*

THE DALBEATTIE AND KIRKCONNELL GRANITE COMPANY (LIMITED).
(THAMES EMBANKMENT WORKS.)
Incorporated under the Companies Act, 1862.
Capital £120,000, in 12,000 shares of £10 each, of which it is not expected that more than £6 will be called up.
Deposit £1 per share on application, and £2 on allotment.
Calls not to exceed £3 per share, and at intervals of not less than three months.
DIRECTORS.
Sir JOHN DALRYMPLE HAY, Bart., M.P., F.R.S.—CHAIRMAN.
Colonel HENRY CREED, Director of the Imperial Gas Company, and lately Director of the London and North-Western Railway Company.
GEORGE HAY DONALDSON, Esq., Director of the Agra and Masterman's Bank (Limited).
GEORGE FURNESS, Esq., Contractor for the First Section of the Thames Embankment.
Colonel JAMES HOLLAND, Deputy-Chairman of the London and South African Bank. (Limited). (With power to add to their number.)
Hugh Shearer, Esq., Lessee of the Quarries, will join the direction on the transfer of his interests to the company.
BANKERS.
England ..... Agra and Masterman's Bank (Limited), Nicholas-lane, E.C.; Messrs. Hallett, Ommanney, and Co., 14, Great George-street, Westminster.
Scotland ..... The National Bank of Scotland and its branches.
Ireland ..... The National Bank and its branches.
SOLICITORS.
Messrs. Norris and Sons, 2, Bedford-row, W.C.; Sir Wm. Broun, Bart., Dumfries, N.B.
BROKERS.
London ..... Messrs. Walker and Lumsden, 25, Austinfriars, E.C.
Liverpool ..... Messrs. G. and T. Irvine, 7, India-buildings.
Glasgow..... Messrs. L. and R. H. Robertson, 58, St. Vincent-street.
Dublin ..... Edward Fox, Esq., 51, Dame-street.
SECRETARY (pro tem.)—J. H. Doyle, Esq.
TEMPORARY OFFICES,—82, OLD BROAD STREET, E.C.

This company is formed to extend the workings of the Dalbeattie and Kirkconnell Granite Quarries, near the Rivers Urr and Nith, Kirkcudbright, in order to supply the great and increasing demand for this stone, consequent upon the Metropolitan Board of Works having selected it for the construction of the Thames Embankment.

The vendor holds advantageous contracts to the amount of more than 100,000*l.*, for supplying material to that important national undertaking, as well as many orders for architectural, memorial, and ornamental works, and for street paving, and other economical purposes. With these contracts, and the rapidly-expanding trade (met by the constantly-increasing powers to execute extensive orders), there is full and immediately profitable employment for the capital employed.

The directors have taken power to create a sinking fund by an annual investment, with the object of securing to the shareholders, as far as may be, the value of their paid-up capital at the expiration of the thirty-one years lease of the quarries, and the vendor has agreed that for a period of two years the 2500 shares which are to be allotted to him in part payment of purchase-money shall receive no dividend unless the dividends paid to the ordinary shareholders amount to 10 per cent. per annum.

There are no promoters' fees, and the preliminary expenses will be restricted to the moderate outlay absolutely necessary for the formation of the company.

Detailed prospectuses and forms of application for shares to be had at the bankers, brokers, solicitors, and at 82, Old Broad-street.

THE DALBEATTIE AND KIRKCONNELL GRANITE COMPANY (LIMITED).
(THAMES EMBANKMENT WORKS.)
Copies of the reports of eminent engineers on the value of the quarries, including those of Mr. Bazalgette, engineer to the Metropolitan Board of Works; Prof. Tennant; Mr. Robert Rawlinson, Government engineer; Mr. George F. Lyster, engineer to the Mersey Dock Estate; Mr. Walter Eddy, mining engineer, the Frou, Llangollen; Mr. Sutcliffe, foreman of the Mersey Dock Commissioners' Granite Quarries; and Mr. John Barrat, mineral surveyor, may be obtained of the bankers, brokers, solicitors, and at 82, Old Broad-street.

THE DALBEATTIE AND KIRKCONNELL GRANITE COMPANY (LIMITED).
(THAMES EMBANKMENT WORKS.)
Independently of the fact, as an evidence of its high commercial value, that this granite has been selected for the Thames Embankment, the stone has been already used in the execution of the following, among other large and important undertakings:—The Liverpool Docks; Graving Docks, Birkenhead; Harbour of Trinidad; Maryport Docks; Newport Docks; Swansea Docks; Silloth Docks; Workington Docks; Bank of England Branch, Liverpool; New Municipal Offices, Liverpool; Brown's-buildings, Liverpool.

REESE RIVER SILVER MINING COMPANY (LIMITED).
Incorporated under the Companies Act, 1862, whereby the shareholders' liabilities are limited to the amount of their subscription.
Capital £100,000, in 20,000 shares of £5 each. First issue, 10,000 shares.
Deposit on application £1 per share, and £1 on allotment.
Subsequent calls not to exceed £1 per share, and at intervals of not less than three months.
DIRECTORS.
J. ATWELL, Esq. (late Accountant-General Inland Revenue), Bedford-gardens, Kensington, W.
S. E. CLARKE, Esq., St. Leonard's, East Sheen, Surrey. [ington, W.
Capt. C. COAPE, the Pryor's Bank, Fulham, S.W.
Lieut.-Col. S. A. DICKSON, M.P. (Director of the Rathkeale and Newcastle Railway Company), Grosvenor-place, S.W.; and Croome Castle, County Limerick.
Rev. WILLIAM JOHNS, M.A. (Director of the Volunteer Service and General Assurance Association), Junior Carlton Club, S.W.
(With power to add to their number.)
BANKERS—The European Bank, 83, King William-street, E.C.
AUDITORS.
Messrs. Harding, Pullein, Whinney, and Gibbons, 3, Bank-buildings, Lothbury, E.C.
BROKER—G. S. Clement, Esq., 7, Copthall-court, E.C., and Stock Exchange.
SOLICITOR—George Lawrence, Esq., 9, Fenchurch-street, E.C.
SECRETARY (pro tem.)—R. Court, Esq.
TEMPORARY OFFICES,—58, OLD BROAD STREET, LONDON, E.C.

ABRIDGED PROSPECTUS.

The property which this company has contracted for consists of about 50 acres of land, containing several very valuable claims, some of which are in full operation, and making large daily returns. It is situated between Austin, Landor City, and Amador, close to the river, and within half a mile of the already-mentioned railroad. The success which has attended all the local companies, as also private individuals, working the silver ores on all sides of these mines is verified by official documents, and the proprietor (who has amassed a large fortune during the last eighteen months by working a few of the claims upon the property contracted to be transferred to this company) has, to show his confidence in the prosperity of the company, agreed to receive the purchase-money in fully paid-up shares only, and to deposit these with the directors, as a guarantee for the mines, until returns are made enough to pay interest at the rate of 25 per cent. per annum, before which his shares are not to participate in any dividend whatever.

It is the intention of the company, besides working their own mines, to import and erect crushing-mills, and to carry on the ore-crushing business; and from reports furnished it will be seen that each mill, crushing at the rate of only 20 tons per day, and at the very low price of $12 per ton, will yield a daily return of $240 (equal to £48) per mill; the cost of each mill will be about £500.

The Articles of Association, and an authentic and fully-detailed copy of the map of the district, recently taken by the Government surveyors, with reports from several eminent men can be seen at the company's offices, where further information can be obtained.

A copy from the San Francisco Stock Exchange List, dated 3d December, 1864, shows the selling prices of shares belonging to a few mines situated in the neighbourhood of the Reese River Mines, as follows:—

	Original price per foot.	Present price per foot after 18 months' working.	
The Bullion (G.H.)	$5	$162	These mines are paying a monthly dividend varying from $25 to $75 per foot.
The Hale and Norcross	5	410	
The Sierra Buttes	5	600	
The Empire (M. and M.)	5	552	
The Crown Point	5	750	

The directors pledge themselves that every *bona fide* application shall have an allotment in proportion to the total applications received.

Prospectuses, with forms of application annexed, may be obtained of the bankers, brokers, solicitors, and at the offices of the company.

In the event of no allotment the deposit-money will be returned in full.

REESE RIVER SILVER MINING COMPANY (LIMITED).—The above being an abridged prospectus only, a complete one, accompanied by reports furnished by several of the most eminent men of the United States, can be had on applying to the Secretary, at the company's offices, 58, Old Broad-street, London.

REESE RIVER SILVER MINING COMPANY (LIMITED).—The SUBSCRIPTION LISTS FOR SHARES in this company will CLOSE on MONDAY NEXT, the 3d July, for LONDON, and WEDNESDAY, the 5th July, for the COUNTRY. Two gentlemen thoroughly competent, and having a large stake in the undertaking, will immediately after allotment start for the mines, to take possession.

ACCIDENTS TO LIFE OR LIMB, in the FIELD, the STREETS, or at HOME, provided for by a Policy of the RAILWAY PASSENGERS' ASSURANCE COMPANY, 64, CORNHILL, LONDON, E.C.
Compensation has been paid for 10,000 claims.
£1000 in case of Death, or £6 per week while laid up by Injury, secured by An Annual Payment of from £3 to £5 5*s.*
For particulars apply to the Clerks at the Railway Stations, to the Local Agents, or at the Offices,
64, CORNHILL, and 10, REGENT STREET.
W. J. VIAN, Sec.

SALOM'S NEW OPERA and FIELD GLASS, and the RECONNOITERER GLASS, price 10*s.* 10*d.*, sent free.—This tourist's favourite, through extraordinary division of labour, distinctly shows small windows 10 miles off, landscape at 30 miles, Jupiter's moons, &c.—The MARQUIS OF CARMARTHEN: "The reconnoiterer is very good."—The EARL of BREADALBANE: "I find it all you say; and wonderfully powerful for so very small a glass."—Rev. LORD SCARSDALE "approves of it."—LORD GIFFORD, of Ampney: "Most useful."—LORD GARVAGH: "Remarkably good."—SIR DIGBY CAYLEY, of Brompton: "It gives me complete satisfaction, and is wonderfully good."—SIR W. H. FEILDEN: "I do not think it can be surpassed: it gives great satisfaction."—CAPTAIN SENDEY, Royal Small Arms Factory, Enfield, "found it effective at the 1000 yards range."—F. H. FAWKES, of Farnley Hall, Esq.: "I never before, although I have tried many, met a glass combining so much power for its size with so much clearness."—*The Field:* "We have carefully tried it at an 800-yard rifle range, and found it fully equal to any of those present, although they had cost more than four times its price."—*Notes and Queries:* "What intending tourist will now start without such an indispensable companion?" The celebrated HYTHE GLASS shows bullet-marks at 1200 yards, and men at 3¼ miles; price, 31*s.* 6*d.* All the above glasses, respectively bearing the registered trade marks, "Salom," "Reconnoiterer," and "Hythe," are only to be had direct from SALOM and Co., 98, Princes-street, Edinburgh. A few hours will carry a glass to almost the remotest town in the United Kingdom.
No agents of any kind anywhere.

ON THE NEW RED SANDSTONE AS A SOURCE OF WATER SUPPLY FOR THE CENTRAL TOWNS OF ENGLAND.
By EDWARD HULL, B.A., F.G.S., of the Geological Survey.
See "QUARTERLY JOURNAL OF SCIENCE" for July, price 8*s.*, which contains also the usual quarterly CHRONICLES of GEOLOGY, and of MINERALOGY, and METALLURGY.
JOHN CHURCHILL and SONS, New Burlington-street.

Second edition, just published,
AN ILLUSTRATION OF THE BENEFITS WHICH SECOND-CLASS BRANCH RAILWAY COMPANIES, PROPRIETORS OF EXISTING MAIN LINES OF RAILWAY, LANDOWNERS, AND THE PUBLIC AT LARGE, MAY DERIVE FROM THE MAKING OF SECOND-CLASS BRANCH RAILWAYS.
By DAVID JONES, C.E., Engineer to the Rumney Railway, Machen, near Newport, Monmouthshire.
London: F. Farrah, 282, Strand.

Plates, 8vo., cloth, price 10*s.* 6*d.*, by post 11*s.*,
THE MINERS' MANUAL OF ARITHMETIC AND SURVEYING.
By WILLIAM RICKARD,
Teacher of Practical Mining in the late Mining School of Cornwall, and Principal of the Engineering Academy, 36, Upper Parliament-street, Liverpool.
Truro: Heard and Son.—London: Longman and Co.; the office of the MINING JOURNAL, 26, Fleet-street; of the author, and of all booksellers.

Price 1*s.*, by post 1*s.* 2*d.*,
SLATE QUARRIES AS AN INVESTMENT.
By JOHN BOWER, Esq., D.C.L., Barrister-at-Law, Managing Director of the Snowdon Slate Quarries Company (Limited).
London: Published at the MINING JOURNAL office, 26, Fleet-street, E.C., and sold by all booksellers and newsagents.

Now ready, price 2*s.* 6*d.*, by post 32 penny stamps,
MR. HOPTON'S NEW WORK, entitled CONVERSATIONS ON MINES, &c., BETWEEN "A FATHER AND SON." Thirteen plans on ventilation and working out coal, dialling, planning, and taking the dip and rise of the mine illustrated.
Near 900 copies are ordered in Wigan alone.
Address Mr. J. J. CAMPBELL, Cropper's-hill, St. Helen's; or the author, 73, Peasestreet, St. Helen's.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

SAFETY GUNPOWDER.—I read a short time ago, in your valuable paper, that my invention of a "Safety Gunpowder" was not patented. As it might mislead the public, I beg to state that I hold Letters Patent for the powder for England, and most foreign countries.—L. H. G. EHRHARDT: *Oldridge-road Villas, Bayswater, June 27.*

IRON PAINT.—Can any of your correspondents inform me the process by which the iron ore is converted into iron paint, or whether there is any further preparation than simple grinding and mixing with oil? If this be all that is necessary to prepare it for sale, I believe that any quantity could be sold at a few shillings per ton, in addition to the price of the oil.—J. D. F.

VENTILATION WITH COKE OVENS.—Some time since an invention was described in the Journal, which consisted in coking the slack in the ventilating furnace, in order to produce the necessary heat for ventilation without the usual expense for fuel, but I have not observed that it has yet been generally adopted in collieries. As the idea appeared to me to be remarkably well worthy of adoption, I should be glad to learn where it can be seen in use, or where I can obtain particulars concerning it.—CARBON.

SEPARATION OF COPPER AND LEAD.—In reply to the question asked in last week's Journal, as to the best mode of separating the ore of copper from lead, if "Subscriber" would communicate with Mr. John Hunt (of Porthleven, Helston, Cornwall), whose patent ore separator is well adapted for the separation of copper or zinc ore from that of lead, he would no doubt obtain the required information.

RUSSIAN IRONWORKS COMPANY.—Will someone connected kindly state the reason of the delay in naming a day for the settlement of the shares in this company? Also, I should be glad to learn if the purchase of the property has been properly completed, and the statements in the prospectus found to be correct? I am induced to put the latter question, as a denial can be given to the rumours of exaggeration which have been circulated.—SHAREHOLDER.

CONDENSED PEAT.—In reply to your correspondent, "A. T." (Athy), in the Journal of May 20, I may state that the American Peat Company of this city are inviting examination of their works at Lexington, Massachusets, and are making a good, hard, clean fuel, better for many purposes than any anthracite coal. I do not know whether the company use similar peat to that at Athy, as I have never seen the Irish material; but Messrs. Leavitt and Hunnewell, of Congress-street, publish a book called "Facts about Peat as an Article of Fuel," which I should think, from the frequent enquiries in the Journal, would sell well if made more known in England, and perhaps tell "A. T." what he wants to know.—J. A.: *Boston, U.S.*

TREMADOC AND RALTWEN SLATE COMPANY.—Can any of your readers inform me about this company, whose quarry is situated on a farm and lands called Tycerrig, in the parish of Penmorfa, in the county of Carnarvon?—S. E.: *Romford.*

RAISING AND SUPPLYING WATER.—Having noticed in your excellent Journal, on various occasions, valuable improvements in raising water, I am pleased to state that a mode is now likely to be introduced which was suggested to an eminent firm in London 20 years ago, but no further movement then took place. The machine is self-acting, and will return two-thirds of the water passing over the wheels to the dam, however great the diameter of the wheel. The great scarcity of water, too often felt in mining operations, will in a measure be obviated by this method, as also towns supplied from running streams, saving the expensive process of steam. Had two or three of these machines been erected on the course of the stream, instead of the precarious reservoir, the Sheffield calamity might have been avoided. The machine in itself is simple, and will not be expensive when completed.—H. D.

SHARE LIST—"J. P." (Liverpool).—The explanation of the line in question is that there are in Boscean Mine 240 shares, upon each of which the holder has supplied 20*l.* 10*s.* for the working capital. In return for this 20*l.* 10*s.* he has received 96*l.* 0*s.* in the shape of dividends, or 16*l.* per share more than he paid in, the last dividend paid being £1 per share, in March, 1862. The headings are slightly altered this week, to render the meaning of the several columns clearer.

THE OKEHAMPTON DISTRICT.—You will, I know, allow me space to thank "Practical Miner" for his reply to my queries arising out of his letter on the Okehampton Mining District. I have not the least idea who he is, but, as I said before, he writes like one who knows something of what he is writing about, and the opinion he expresses as to the favourable position of Devon Copper Mine entirely coincides with my views. The present workings at that mine will prove, within a very short time, whether I and "Practical Miner" are right or wrong, and whether Nature's powerful indications are delusive, which is very seldom the case. Spend the energy and the necessary capital on the really ore-bearing ground in the Okehampton district, and great mines will be laid open beyond the country hitherto looked upon as the mining limit, and just a little to the—EASTWARD, HO!

IMPROVEMENTS IN GOLD AND SILVER AMALGAMATION.—In my paper on Sodium, in last week's Journal, there is an erratum, which I will be glad if you will notice in your next issue. For 1-20,000th part, read 1-2000th part.—THOMAS BELT.

*** With the Journal of last week a SUPPLEMENTAL SHEET was given, which contains—Prof. W. W. Smyth's Lecture on the Lead Mines of the South of Spain—S. Holman's Improvements in Pumps—Mr. D. Barker's Improvements in Artificial Fuel—Barrett and Co.'s Improved Steam Damper—Improving the Strength of Iron—the Atlantic and Great Western Railway: Report of Mr. Moseley—Gold Mining in Brazil: the Taquaril Mine—Collieries in America—Magnetic Adhesion on Railways—M. Dietzenbacher on Nitric Acid—Statistics of Magnesium—Mr. F. S. Pearse's Improvement in Raising Water from Mines—The Mineral Resources of Italy—Prices of Materials, &c.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, JULY 1, 1865.

The returns from the Board of Trade continue to show a decrease in our exports, as compared with last year, although a great increase with respect to 1863. The total declared value of the shipments during the five months ending May 31 is set down at 60,901,576*l.*, while for the corresponding period of 1864 it was 64,069,060*l.*, being a decrease of 3,167,484*l.* The aggregate of the five first months of 1863 was 50,742,670*l.*, giving, consequently, an excess in 1865 of 10,158,906*l.* For the month of May, 1865, the value was 13,194,758*l.*, against 14,176,640*l.* in 1864, and 11,284,269*l.* in 1863.

Of the general deficiency of 3,167,484*l.*, the articles of mining industry constitute only about one-tenth, or 338,031*l.* For the five months the total of 1865 is 12,813,871*l.*, against 13,151,902*l.* in 1864, after allowing for an increase, under five different heads, of 1,035,271*l.*, so that the result shows a highly satisfactory state of things, as respects this channel of commerce. The articles in which there has been an increase are machinery, to the extent of 607,135*l.*; copper, 322,612*l.*; coals and culm, 85,200*l.*; hardware and cutlery, 12,974*l.*; and brass, 725*l.* The six in which there has been a deficiency are—iron, to the extent of 927,555*l.*; lead, 176,344*l.*; steel, 173,613*l.*; tin-plates, 64,862*l.*; zinc, 17,517*l.*; and tin unwrought, 13,411*l.*

The trade in the precious metals is still in our favour. During the five months we imported to the extent of 8,109,641*l.* and exported 5,185,041*l.*

giving an excess of imports over exports of 2,924,560*l.* The imports consisted of 5,127,943*l.* in gold, and 2,981,398*l.* in silver; while the exports were 2,517,424*l.* in gold, and 2,667,657*l.* in silver. The largest imports were 3,541,160*l.* from Mexico and South America, against 128,393*l.* exported; 1,402,831*l.* from the United States, against 18,215*l.*; and from Australia 1,152,352*l.*, against 34,142*l.* Our largest exports were 1,589,568*l.* to France, against 661,298*l.* received; and 1,143,309*l.* from Egypt, against 253,352*l.*

THE GREAT WESTERN AND NORTH-WESTERN RAILWAYS.

"THE RATES," AND THE TRAFFIC MANAGERS.

Great dissatisfaction exists, and has been long prevalent, among the freighters of mineral traffic on these railways as to the uncertain, variable, and arbitrary mode in which the rates for the carriage of goods are levied. There are no tariffs of general application, but special bargains are to be made in each case. A freighter cannot even approximately estimate what the carriage of his coal or iron will cost, until after he has entered into a negociation with the traffic manager, and obtained what is called "a rate."

As this rate is, in many instances, determined irrespective of distance (the same description of goods being conveyed, say, 70 miles for half the charge of carrying them 30 miles), and for reasons which are incomprehensible to the uninitiated, it is obvious that the managers are placed in a very responsible, if not in an equivocal, position.

This system may work very well so far as the interests of speculative directors and officers are concerned; but it is more than questionable that the shareholders and the public are equally benefitted by it. Even supposing that the private interests of these gentlemen do not create a bias which may influence their decisions, it is evident that jealousies and suspicions of favoritism will prevail among those who obtain unsatisfactory "rates." Railway officers invested with such powers become very desirable partners, and it is no wonder that they should be tempted to utilise the power conferred upon them by entering into iron, coal, stone, and other trading companies. Their patronage is well worth securing, as it often happens that the profit or loss in these large concerns greatly depend on "the rate," and whether such companies are constituted solely of railway officials, or partially only, does not much matter so long as they have influence to obtain increased facilities and a satisfactory rate.

It has been for some time surmised that some of the directors, managers, engineers, station masters, and other salaried officers of these companies, had succumbed to the temptations incident to their positions, and become active competitors in the iron, coal, stone, and other trades, with the established and regular freighters who have to negotiate with them for "rates." All doubt upon this subject has been completely dissipated by the evidence recently given to a Committee of the House of Commons on the Shrewsbury and Potteries Junction Railway Bill. The following few brief extracts from the printed evidence cannot fail, we think, to convince our readers that a serious evil has arisen in railway management, which requires prompt and effectual repression:—

Mr. R. S. FRANCE (the well-known railway contractor, of Shrewsbury), in reply to the questions of counsel, answered as follows:—

"In the evidence you give do you attribute the changes made to any connection of any railway officials with ironworks?"—"Yes; I do not say they are makers of rails, but they make almost everything else; they are makers of sheet and bar-iron. I hold in my hand an extract from the Registrar's office at Serjeant's Inn, and where (upon the authority of which?) I make this statement." "Can you tell me whether any railway official has been engaged in making rails, so as to have an interest in bringing his own rails into competition with yours?"—"Not rails; I do not say that." "Can you give me any other instance in which there has been such competition?"—"Yes; in bar-iron. Mr. FINDLAY, the goods manager of the London and North-Western Company, Mr. CLARKE, their engineer, and Mr. PATCHETT, their secretary and manager, are shareholders in the Clydach Company." "What is your complaint against them?"—"The cause of complaint is this, that any other trader has to ask those gentlemen for their rates. We hold that it is improper that railway officials should be traders on their own account. The complaints throughout our district are large and universal." You say that you cannot bring any personal charge against any of the officials, and that when you have applied for leave to have this siding in connection with your works you were not aware at that time of these officials having interests in works of the very same nature as your own?"—"I was not aware of it to that extent, but it has been a growing evil. I was not aware of it until we came to enquire into it. Having made various enquiries, I can only say that the opposition which these gentlemen manifested *to our bringing a new coal field into work* can only be accounted for in this way,—that in the document which I have in my hand there is scarcely one official who is connected with the London and North-Western or Great Western Companies and directors *but what are trading in coals on their own account, and sending them into our district.*" "You find that as to coal, and in bar iron, and in other things?"—"Yes, and in lime, and in fluxing stone, and road metal. In every one of these articles we have the officials, and in many cases the directors, trading on their own account; and we have to ask from them companies the rate for carrying our minerals, every ton of which is displaced by the sale of theirs." In another part of his evidence Mr. FRANCE says, "I have to ask for my rates from gentlemen who are themselves sending into the market the same class of material that I am sending, and they are sending in competition with me. If I want to send a train of fluxing stone from Bryden Hill in that direction, I have to ask Mr. FINDLAY, the traffic manager of the London and North-Western, to give me a rate, he himself being, on his own account, a private dealer in road metal. If I want a traffic manager of the Great Western Company to give me a rate, I have to ask Mr. GRIERSON, he himself being a private trader in the same class of stone, and sending it into the market in competition with me. I complain not of the competition, but I do complain that I have to ask my rates of carriage from men who are competing with me. If the people leave the companies, and come and set themselves up as traders, they are welcome to compete, but it is unfair that any trader in this country has to ask his rates from men who are selling the same commodities on their own account."

Such are the allegations made against the chief officers of three railway companies. On first reading them we were reluctant to believe it possible that such a state of things existed, and imagined that either there must be some misapprehension on the part of the witness, or some unintentional exaggeration. On perusing the evidence of the parties implicated, however, we were obliged to admit that the case had been fairly stated, and was established beyond a doubt by their own admissions, as the following extracts abundantly prove:—

Mr. GEORGE FINDLAY, general goods manager of the London and North-Western Railway, said he had been a shareholder in Field's Mercantile Company, which traded in lime, iron, coke, coal, and other things, but he was a shareholder of that company no longer. He had an interest in a company which worked stone quarries at Much Wenlock, and was a shareholder in the Clee Hill Du Stone Company, but he did not consider himself as being a trader.

Mr. WILLIAM PATCHETT, superintendent of the joint station at Shrewsbury, said he is connected with the Clee Hill Stone Company. He is a shareholder in Field's Mercantile Company; he is also a shareholder in the Raven Hotel Company, Shrewsbury; he is a member of the New Clydach Sheet and Bar Iron Company, and likewise of the Wrexham Colliery Company. He belongs to the Church Stretton Hotel Company; Mr. FINDLAY also belongs to it, and to the Clydach Iron Company.

It is but fair to add that Mr. FINDLAY stated that the rules of the North-Western as well as the Great Western Railway Companies prohibited their servants from being members of a trading company, or carrying on trade themselves; he, however, owned the soft impeachment of dealing in lime, iron, coke, coal, stone, and other things, yet for "all that" he did not consider himself a trader. The directors of the North-Western Company, he said, were fully aware of his being a partner in these commercial concerns when he entered into their service.

Mr. GRIERSON, the traffic manager of the Great Western Company, appears by his conduct to have given a different interpretation to the rule mentioned by Mr. FINDLAY, for he says—"I have never made one farthing out of any trade or any railway. I have, without exception, declined to become a party in any colliery, rock, or any business with respect to which a trader could have the slightest suspicion that I was a party to any arrangement that could be prejudicial to him."

We commend Mr. GRIERSON's strict observance of the law, and his virtuous resistance to the alluring temptations with which he was beset. But of what use are laws which may be publicly and notoriously violated with impunity? Messrs. FINDLAY and PATCHETT evidently view "the rule" as a dead letter, and, in despite of it, riot in all kinds of speculations. They and others of the companies' servants enter largely into competitive rivalry with other freighters on the railways with which they are connected; and although we are quite disposed to make all possible allowance for the infirmities of human nature, we cannot persade ourselves that their virtue is proof against making the most of their position. In plain terms, they are fostering a pernicious evil, which is, and will increasingly, sap all confidence in the railway management of the country.

Surely these gentlemen are not remunerated for their official services on so niggardly a scale as to compel them to have recourse to commercial pursuits to eke out their miserable stipends! If so, there may be some excuse for them. But we cannot conceive how it is that their official duties occupy so little of their time as to allow them leisure to attend to their multifarious commercial and manufacturing businesses. We presume, although it is contrary to all our preconceived notions, that their official duties are "few and far between," and in a direct ratio with the trifling pittances they obtain as salaries. Be this as it may, it is unquestionable that a wide-spread and deep-seated discontent exists in reference to this important subject, and the sooner a prompt and efficacious remedy is applied to this growing and insupportable grievance, the better it will be for the public as well as for the great railway companies.

TIN,—HOW SAMPLED, ASSAYED, AND SMELTED—No. II.

Tin sampling is the estimation of the black tin contained in the rough ore. Tin assaying is the estimation of the metallic tin in the more or less impure black tin, or oxide of that metal, in the state in which it is sent to the smelting-house. There are several processes by which this latter estimation can be made:—1. We can arrive at it by the simple fusion of the oxide in a common clay crucible, by means of a powerful reducing agent. —2. And, perhaps, in a more correct way, the assay can be made in a brasqued crucible, with less powerful reducing agents.—And, 3. It can be determined by the Cornish method, which consists in the simple reduction of the oxide in an open black-lead pot at a high temperature, and assisted alone by the reducing power of carbon. The above are all processes of value, and it will, therefore, be well to give a description of each in the order in which they are placed above.

The reduction of tin ore by a simple reducing agent in an ordinary clay crucible necessitates perfect purity in the ore; and as it is rarely, if ever, the smelter can get it in such a state, it is necessary to preface the process by dissolving out all the impurities present. To effect this, the ore is placed in a flask, and boiled with nitro-hydrochloric acid. The acid must be strong, and the ore should be boiled in it for about twenty minutes. This will free it from all the iron and silicious gangue, and leave the tin unaffected. Diluting, then, the contents of the flask with water, and filtering carefully, the iron and silica will pass through in solution and the tin remain on the filter. The most convenient amount of ore to be taken for the operation will be 100 grains. The residue after boiling is with the filter placed in a smooth clay crucible and calcined, and constantly stirred to prevent clotting. The calcined ore is then mixed in a mortar with about four times its weight of cyanide of potassium, and with about one-third of its weight of charcoal, and placed in a Cornish clay crucible of such size that the charge fills it about one-third full. The charged crucible is then subjected in a furnace to as low a temperature as will induce fusion. At first it will boil briskly, after which it will gradually settle down, and when quite quiet should be poured into a mould, when on breaking it, a button of metallic tin will be found in its centre. The slag should present a dullish-white colour. The button obtained will be of pure metallic tin, and its weight will represent the percentage of metal in the ore. The great objection to this process is the difficulty of so regulating the temperature as to prevent a loss of tin. For, if the furnace be too hot, and the reduction effected too rapidly, a large quantity of tin will he driven off. If, however, the temperature be carefully watched, and kept low, the process is, perhaps, the most simple for the assay of tin.

The second process—the assay of tin in a brasqued crucible—is one which requires more time than the preceding, and involves more labour. In wit as in the former case, it is necessary to purify the ore by boiling it with acids. After undergoing this cleansing, it is placed in a brasqued crucible. But, first of this brasquing, which is a mere lining of a clay crucible with charcoal, and is effected in the following manner:—Mix together in a mortar finely powdered charcoal, treacle, and water, in such proportion as to make the consistency of the mass such, that whilst it retains the free nature of the charcoal, it can still be readily moulded with the fingers. This paste is pressed and beaten into the crucible, and from the centre is cut a long hole reaching not quite to the bottom of the crucible, and the sides of the cavity made are carefully smoothed with a plug of wood. Well, into this cavity the washed ore is placed, with one-quarter part its weight of fused borax, and one-quarter part its weight of carbonate of soda. Over the charge is then placed a thin piece of charcoal, and the top of the crucible is luted over with fire-clay The crucible thus charged is placed on a brick in the fire, and the coke being piled around it, the temperature is increased to a full red heat for half an hour. After this the crucible is removed, and allowed to get cold, when it is broken open, and in its centre is found a globule of metallic tin. Care and attention are required to get the tin into one button, and certainly the most difficult part of the operation is the brasquing of the crucible.

In both the foregoing methods we arrive at the exact percentage of pure metal in the ore. Now, the Cornish process, the last to be treated of, is not really a true assay of the ore, for the impure oxide is not previously cleansed, but the impurities are fused with the ore, and are, therefore, in combination with the metal obtained, which is, consequently, but an impure alloy of tin. Tin ores are, in England, brought to the smelting-house damp, and in this condition they are weighed and assayed. From a parcel of such ore the Cornish smelter takes a sample, by collecting small quantities from different parts of the pile. The sample thus obtained he thoroughly mixes, and weighs up from it 20 dwts., or 1 oz. troy—the amount he uses for an assay: this he places on a flat copper shovel, and adds to it 4 dwts. of culm (anthracite coal, roughly bruised), or one-fifth the amount of ore; in addition he adds a pinch of pounded fluor-spar, and mixing the whole together, he introduces it into a plumbago crucible, carefully cleaning every particle into the pot by means of a hare's foot. If the ore is very poor, the quantity of flux should be a little less than above. The charged crucible is now placed in a coke fire at a red heat, and the pot well secured by placing around it fragments of coke. The fireplace is closed to increase the temperature, for the heat can hardly be too strong, and the crucible is allowed to remain about 12 minutes, until the charge ceases to effervesce, becomes quite quiet, and presents a uniform bright red surface. At this stage the assayer knows that the charge is down, so he removes the pot from the fire, and shaking it gently, to collect the metal at the bottom, he holds back the slag with an iron rod, and pours the metal into an oblong iron mould. Some globules of metal will adhere to the sides of the crucible, the assayer, therefore, scrapes out the pot most carefully with a sharp, flat iron rod, slightly bent at its sharp end. During the operation of scraping, the crucible is placed in a circular hole, and by means of a tongs held in one hand, it is turned, whilst at the same time it is scraped with the iron rod held in the other hand. The scrapings thus obtained are transferred into an iron mortar with the contents of the mould. The large bar of tin is cleaned by gently striking it with a hammer, and placed aside, whilst the other matter collected in the mortar is well pounded, and then passed through a copper sieve, by which the larger globules of tin, which have been flattened by pounding, are separated, and placed with the bar in the scales. The finer dust, &c., which passes through the sieve, is vanned on a shovel, by which the black lead, culm, &c., are washed away from the small metallic globules of tin. When thoroughly cleansed, these globules are washed from the shovel into a flat copper dish, in which they are dried, and then added to the pillow, as the globules are called, and the bar in the scales. From their combined weight the percentage of tin is readily obtained, by observing what proportion the metal bears to the amount of ore treated, and multiplying the result by five. The quality of the metal is judged of by a supplementary process, in which the large button obtained is melted in an iron ladle, and poured into a marble mould. From the setting and fracture of this bar the smelter arrives at the value of the ore. In this simple outline the Cornish process appears a very simple one, and it is so, in reality, to anyone who can aptly use the vanning shovel. But although it is thus easy to ascertain by it the amount of tin alloy which the smelter can obtain from an ore, yet the power of conducting the process is in itself valueless, unless the assayer can judge from the bar of metal obtained in the supplementary process the quality of the metal. It has been already stated that this tin will contain not only the tin metal in the ore, but also all the other metallic impurities brought with it to the smelting-house. And as regards the quality of metallic tin, it may be most truthfully asserted that nothing but continued practice will enable the eye to judge of those nice differences in the form of crystallisation, found on a bar of tin, and of those peculiar appearances of fracture, which will make a difference of pounds in value in the ton of ore. The changes in appearance are as endless and as various as are the number of metals with which tin is found combined in nature.

IMPORTS OF METALS.—It is interesting to observe the immense strides which almost every department of British commerce has made during the last 10 years. Thus, while in 1854 the computed value of the copper ore and regulus imported into the United Kingdom was 1,236,132*l.*, in 1864 it had risen to 2,054,674*l.* Unwrought and partly wrought copper was imported in 1854 to the extent of 388,090*l.*, while in 1864 the imports were valued at 2,206,525*l.* In 1854 unwrought iron, in bars, was imported to the value of 528,074*l.*; in 1864 the corresponding value was 625,283*l.* The receipts of silver ore were valued, in 1854, at 521,330*l.*, and in 1864 at 251,568*l.* The value of the tin in blocks, ingots, bars, or slabs, imported in 1854, was 267,312*l.*; and in 1864, 497,328*l.* Lead, again, was imported to the value of 254,947*l.* in 1854, while last year's imports were valued at 611,273*l.* With the exception of silver ore, it will be seen that every metal is now imported in larger quantities than it was 10 years since—in fact, we live in times in which all our operations appear to be steadily growing vaster and vaster.

FOREIGN MINING AND METALLURGY.

In Belgium the metallurgical markets still present an air of indecision, which is to be attributed to the general depression still weighing on the commerce and industry of all Europe. The internal market of Belgium is very restricted, the production is on a great scale, and it follows that when the external demand slackens, or when the foreign markets are keenly contested by foreign houses, the Belgian fabrication immediately finds itself too considerable. "We now see a fact reproduced," says a Charlerol journal, "which has been remarked whenever our rolling mills traverse a difficult period—the depreciation of prices is more marked in affairs concluded on the home market than in those negociated abroad. This is readily to be understood. The local market is not a large one, many works meet upon it to dispute business, and every one of them makes concessions to keep together its connection. It is thus that contracts for merchants' iron have been accepted lately at 6*l.* 2s. and 6*l.* 4s. per ton for No. 1, and 7*l.* 4s. per ton for No. 3. In a former report we spoke of contracts concluded at the rate of 6*l.* 12s. delivered at Rotterdam, this condition representing a real price of 6*l.* 3s. per ton; but this week the fall appears to have made one step more in Holland. Contracts for this country have been refused this week by several of our establishments, as the prices offered by purchasers were too low. Evidently, if the position of the rolling-mills does not soon improve, their production must be restricted, and preparations are being made with this object." Is there a chance of an early amelioration in business? There does not appear much prospect of it in presence of the depression observable in European industry. On the other hand, the American market gives less results than had been hoped for. Some orders had been anticipated in connection with the renewal of way in the Southern provinces, but this work appears likely to be postponed for some time. The rolling-mills thus find themselves without the orders on which they reckoned, and which would have been very useful to them, as the old ones are approaching a conclusion. At present, little disposition is shown to conclude contracts; at the same time, we have to note one for 2500 tons of rails for Holland, at 6*l.* 8s. per ton at the works. There has been a slight advance in hand-made nails. A little feebleness is anticipated in refining pig in consequence of the indecision of the iron market; at present, however, the high prices of the last few months are still maintained. The Heine St. Pierre Company is now constructing a blowing apparatus of 210 horse-power for new blast-furnaces which the Thy-le-Chateau Company is establishing near Charlerol.

There are scarcely any modifications to note in the position of French metallurgical industry. Quotations of irons in the Haute-Marne are well maintained, rolled making 8*l.* 12s., and hammered 10*l.* 8s. to 10*l.* 12s. In the Moselle a quotation of 8*l.* 8s. per ton is maintained by great establishments. Some uneasiness is felt in connection with the supply of coke for the furnaces of the Meurthe and the Moselle. It appears that it will be difficult to procure all the combustible required when all the blast-furnaces of the district are in activity. The Belgians do not deliver sufficient, and the companies of the Liége and Hainaut basins do not appear disposed to increase sufficiently their production in coke, preferring to run off the coal raw.

An absence of business is remarked in copper at Paris. Chilian was last quoted at 82*l.* to 82*l.* 10s., and Corocoro mineral 84*l.* 10s. per ton. Chilian is more and more feeble at Havre, and a sale has been talked of at 81*l.* per ton; other qualities also remain neglected. The advices received from the other German markets are scarcely more favourable; affairs continue to be inactive. At Berlin, English copper has slightly given way; in this market, as well as at Hamburg, Cologne, and Stettin, the various other qualities of copper maintain themselves nominally at former rates. At Rotterdam, Drontheim has been quoted at 57 fls., and United States at 53¼ fls. The Dutch tin markets remain without animation. Transactions are limited to the sale of 500 ingots of Banca at 56 fls.; in retail transactions, the article is quoted at 56¼ fls. to 57 fls. Affairs have been insignificant at Paris; Banca has made 97*l.*; Detroit, 95*l.*; and English, 95*l.* per ton The majority of the German markets have been failing, and the demand has been limited to the strict requirements of consumption. At Hamburg prices remain nominal. The Society of Commerce proposed to offer for sale, June 29, at Amsterdam, 168,700 ingots of Banca tin and 1200 ingots of Billiton. These sales have been held annually, but in future the society has decided that they shall take place towards the end of March, or only nine months after that with which attention is now occupied. Since the last sale at the end of June, 1864, the monthly deliveries have been as follows:—July, 1864, 25,851 ingots; August, 55,520 ngots; September, 13,950 ingots; October, 9600 ingots; November, 4318 ingots; December, 4125 ingots; January, 1865, 4230 ingots; February, 4987 ingots; March, 9640; April, 5660; and May, 3890 ingots: total, 141,771 ingots. The stock on schedules at the end of May was 38,500 ingots. Fixing by approximation the deliveries in June at 3000 ingots, there will remain on schedules 35,500 ingots, and adding to this amount the quantity on sale 168,700 ingots, we have a total of 204,200 ingots, disposeable for the ensuing season. The question arises whether a disposeable stock of more than 200,000 ingots is proportioned to the consumption. It must be remarked in the first place that the approaching season will comprise only about nine months, and that this circumstance, like every new thing, will involve a certain derangement in the regular sale of tin. It follows that unless exceptional circumstances arise the stock in the spring will be considerable. Allowing 134,000 ingots for the deliveries of the next nine months, the stock in the spring will be somewhere about 70,000 ingots. Is there reason to anticipate for the approaching season an augmentation in the exports equal to the surplus which the disposeable stock presents? On the solution of this question will depend the tone of prices. It may be remarked that if during the last exercise the deliveries attained a total of 145,000 ingots, they may now be considerably increased, as then the American market was closed, and this "destination" absorbed on an average 20,000 ingots. We have further to add, however, that stocks are now almost *nil* in America, and a large increase may be looked for in the demand from this direction; and the general movement of the trade, although still very languishing, may, perhaps, revive in presence of the constant abundance of specie, and the complete disappearance of the late commercial crisis. These circumstances are expected to tell favourably in the future. On the other hand, it is to be remarked that all these advantages are dependent in great part on the tone of prices of Detroit, the principal sale of which is at London. The arrivals of tin from this source continue to be considerable, and the large exports which have taken place have not prevented an increase in the stock. There is no improvement to report in the tone of the lead markets. At Paris rough French has given way from 20*l.* 8s. to 20*l.* 4s. per ton; Spanish has also fallen to 21*l.* 12s. per ton. The Rotterdam market has remained without variations. Notwithstanding a fall in prices, few purchasers present themselves on the Hamburg market, and no affair of any importance has been noted of late. Prices have not varied at Berlin, Cologne, and Stettin, and may be considered nominal. Zinc is the only metal which attracts the attention of speculators. A slight reaction has, however, appeared of late, and quotations have given way at Hamburg and elsewhere, but notwithstanding this temporary feebleness the position of the market does not appear to be affected, and generally public opinion remains favourable to the article. Rough Silesian has been in some favour at Paris at 22*l.* 16s. On the Breslau market there has been a very decided upward tendency.

With regard to the Belgian coal trade, we may note that the stock on hand June 1, 1865, was estimated at 1,727,000 tons; the corresponding stock held June 1, 1864, was 1,887,200 tons, showing a reduction this year of 160,200 tons. The demand for fine coal has almost wholly ceased, but is satisfactory as regards coking coal and one or two other descriptions. As usual on the approach of compulsory idleness in the navigation, the deliveries by water have been stimulated, principally in the Charlerol basin, and freights have, consequently, slightly risen, as there is a scarcity of boats; prices are without change, and affairs are rather animated for the period of dead season on which we have now entered. In the basin of the Centre the sales have not fallen off, and there are scarcely any accumulated stocks. The collieries of this group producing coal adapted for metallurgical purposes are making important deliveries to the Charlerol works. The opening of the Beaume and Marchienne line has extended the outlets of the workings of the Centre, and the system of junction lines, which the Central Company is about to establish, will give a new impulse to the production of these collieries. This explains the activity of the market and the good tone of quotations. The majority of the collieries of the Lower Sambre see their stocks increasing. In the Liége basin a want of labour has caused the extraction to be curtailed, and stocks, accordingly, do not accumulate. A rather marked revival in affairs has appeared in the Pas-de-Calais, but the prices realised are still not satisfactory. The Bully Grenay Colliery, which already possesses three pits, each furnishing 800 to 900 hectolitres per day, has just commenced a fourth pit. In the department of the Nord the average price of coal is 9s. 2d. to 10s. per ton; here, as in most coal-working centres a difficulty is experienced in respect to the want of working miners.

REPORT FROM NORTHUMBERLAND AND DURHAM.

JUNE 29.—The Iron and Coal Trades, and also the Chemical Trade, continue, on the whole, to prosper in this district. Although the summer season, so far, has been excessively hot, the effect produced on the coal trade has not been great. The misunderstanding alluded to last week between the men and owners of the Cramlington Colliery (one of the largest steam coal works in Northumberland) has resulted in a strike, no settlement having yet been arrived at between the parties. This is much to be regretted, and the occurrence forcibly brings to our notice the very peculiar position of the employers and employed in the steam coal district; for any dispute which arises between the parties at any particular colliery must be referred to the general trade committee. This, it will be recollected, is the result of the close union established by the men some time ago, a similar union having been forced upon the owners. We were, to a certain extent, in error last week, when we stated that the earnings of the men at Cramlington had been upwards of 6s. per day during the last year; although that amount has been made, it has only been in a small part of the workings. The average earnings have been as follows:—No. 1 district, 4s. 3½d. per day; No. 2, 4s. 4½d.; No. 3, 4s. 5½d.; No. 4, 4s. 4½d.; No. 5, 4s. 1d.; No. 6, 5s. 11d.; No. 7, 4s. 11d.; and lastly, 6s. 3½d. per day.

A meeting took place last week, between a deputation of the men and Mr. Potter, the managing owner, when he received them with the greatest courtesy, but stated that the matter would have to be considered by the Steam Coalowners' Association. After the notice had been given by the men of their intention of leaving at the end of a month, two gentlemen, Mr. J. R. Liddell and Mr. Thomas G. Hurst, made an examination of the pit, and they arrived at the conclusion that 1d. per ton advance might be given if the men consented to nick the coal; the object of this is to get more large coal—the nicking being simply a cutting made up one side of the bord or stall. The masters state that the result of all previous advances has been a reduction in the average earnings of the men. Originally 13d. per ton was paid, and the average wages were 5s. 2½d. per man per shift. When 17d. per ton was granted, the average was 4s. 9d. per

man per shift; and many other details are given, the general result being that, as the rate per ton has been increased, the average rate of wages per day has been reduced; taking this as a fact, it is certainly a most remarkable and unlooked-for result; for although it is only reasonable to presume that the increase of earnings might not keep pace with the advance of rates, yet it says little for the men if the result is in the contrary direction.

A deputation of the men met the trade committee at Neville Hall, on Saturday, but the conference led to no satisfactory solution of the strike, and the men have since issued a statement to the effect that they have been offered the same terms as at Seaton Delaval, providing that the coal was worked in the same way, and on the first condition not being accepted, a further offer was made to give 1d. per ton advance on the Alabama pillars, and 2d. per yard on all three-yard bords. These terms the men have refused to accept, but offered to take 1d. per ton through the whole of the works, with one exception—that is in the Morpeth Way, where there is no dispute. This will make an advance to the men of 3d. or 3½d per day. Those propositions having been laid before the trade committee on Tuesday, they were objected to by them, and so the matter rests at present.

The Iron Trade continues, on the whole, good, the demand for all kinds of pig and manufactured iron being, although not very buoyant, steady, and further extensions on a large scale are projected. The large works at Jarrow, consisting of blast-furnaces, foundries, iron ship-building, &c., have been formed into a Limited Liability Company, and they are going on most vigorously and prosperously, and great extensions are talked of in connection with them, among the rest it is intended to build several more blast-furnaces—at present there are erected four, and generally three in blast, and four or six more are to be built forthwith. Jarrow, which was only a small village a few years ago, is rapidly assuming the dimensions and importance of a town; it is expected that it will shortly be incorporated; and there can be no doubt that when a new distribution of seats in the House of Commons takes place, it will claim the privilege, along with Middlesbro' and other places, of returning at least one member of Parliament.

Messrs. Tyzack and Co., of Monkwearmouth, have just completed some new works, which will occupy between 7 and 8 acres of ground, and when in full operation between 300 and 400 hands will be employed. The arrangement of the premises, and the appliances, were designed by Mr. Siddle, jun., chief engineer, and the orderly proximity of the various departments tending to save labour, and thus lessen the cost of production, reflects great credit upon that gentleman's ingenuity. At present there are 16 puddling furnaces and four heating furnaces going, and provision is made under a large roof for 24 puddling furnaces. The mills are capable of turning out something like from 240 to 250 tons of finished iron a week, and are constructed for rolling both bar and bolt iron, rails, angle iron for shipbuilding purposes, &c. The machinery is driven by two large fly-wheels, each 14 ft. 6 in. in diameter; one weighing 14¼ tons and the other 11¼ tons, the larger one performing 80 revolutions per minute, and the smaller one 50. The large steam-hammer of 50 cwts., both double-acting and self-acting, was made by Messrs. David Joy and Co., Middlesbro'. The engine, sawing, and cropping shears were manufactured by Messrs. Benning, Clarke, and Co., Victoria Engine-works, Gateshead. The three double-tubed boilers, by which the whole is driven, were made by Messrs. Close, Burtinson, and Co., Millfield Engine-works, and are fitted with all recent improvements, both for economy and safety. The large rail-cutting shears were manufactured by Messrs. Craig and Donald, of Johnstone, near Glasgow. The puddling furnaces are constructed for the consumption of smoke, four furnaces going into one chimney, and about nine-tenths of the smoke is consumed. The steam piping is so arranged that there is not an expansion joint in the place.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

JUNE 29.—The Preliminary Meeting of the South Staffordshire Ironmasters' Association has been held to-day, at the Stewponey Hotel, near Stourbridge,—Mr. W. O. Foster, M.P., in the chair. As was universally anticipated, it was decided not to make any alteration in the present list of prices, which are—Bars, 8*l.* 10s.; hoops, 9*l.* 10s.; plates and singles, 10*l.* per ton at the works. The trade is rather quieter, but this may be mainly owing to this being the end of the quarter, and merchants keeping their stocks low on account of being about to take stock. There was a numerous attendance of ironmasters, and considerable discussion took place on the question of the future regulation of wages. It may be remembered that at the close of the Lock-out the representatives of the Wolverhampton men waited on the masters of the district with a view to concert measures for adjusting the question of wages without the necessity of constant strikes, and the masters promised to consider what plan would be best. It is found difficult to come to any practical arrangement, and it was agreed that the representatives of the Wolverhampton men should be invited to discuss the question again with the masters of the district. This is a step toward what Mr. Thomas Hughes called the adopting of the principles of constitutional government by a clear recognition of the rights, interests, and views of both parties in determining their relations with one another.

The failure of Messrs. Thomas Moore and Sons, iron merchants, Manchester, will, it is understood, cause loss to several North Staffordshire houses. It is ascribed to their bill transactions with Levick and Co. The North Staffordshire ironmasters are so strong that no serious result is anticipated.

The proposal to work the Parkfield Ironworks and mines by a joint company, on the principle of limited liability is, we believe, the second of the kind of any importance in Staffordshire. It has always been understood that the property contains great resources, and by the employment of a larger capital these may in all probability be most profitably developed.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

JUNE 29.—There is a continued quietude manifested in the Iron Trade, still the business done is reported to be of a satisfactory character. Sheets and hoops are more actively enquired for than other descriptions, and the leading makers are enabled to maintain the current rates without much difficulty. The orders from the Continent are on a less extensive scale than usual, but as soon as matters are re-organised in America a good trade is anticipated to be renewed with that country, particularly for articles of Sheffield manufacture. There is a good demand for railway material, both for the home lines and for export. The railway rolling-stock makers are also very busy, and judging of the great number of wagons which are made by the various railway companies, as well as by private firms, a vast increase is taking place in the conveyance of merchandise traffic, as the wagons come into use immediately that they are ready for the rail. The makers of locomotives are also well provided with orders, and most of the firms are working over-time to keep pace with the demand.

The readers of the Journal will be happy to learn that the long neglected Lead District of South Swaledale is at last being worked with the energy it so well deserves. It is really grievous to see thousands so often lavished upon worthless mineral properties, which never deserved the outlay of a shilling, while the most promising districts often lie neglected for years after they are shown to be valuable, and worthy of a fair outlay of capital. These remarks apply with especial force to South Swaledale, a lovely valley, surrounded by splendid scenery, but out of the beaten track of railways; for it is only in the present year that any serious effort has been made to introduce the requisite capital to work, with true miner-like energy, this rich and most extensive lead district. The South Swaledale Lead Mining Company having obtained a lease of about 18 square miles —11,000 to 12,000 acres—of the best part of this lead district, seems determined that it shall no longer lie idle, and they have every encouragement to push forward, for on going from Richmond, up the valley, for about 25 miles to the west, we see a succession of mines, shallow mining operations showing almost everwhere unmistakable evidence of sparkling lead ore waiting to be "won." On reference to the Statistical Returns, published in the *Mining Journal*, it will be found that quite *one-third* of all the lead ore raised in Great Britain is found in Yorkshire, Durham, and Northumberland, and one-half if we include Derbyshire and Cumberland. With these facts before us is it not singular that more capital should not have been expended in South Swaledale, in preference to those favourite old haunts now almost exhausted? The South Swaledale Company have, under able advice, put on several gangs of miners, mostly on tribute, whose earnings will greatly depend on the ore they discover; and being practical miners, born in the district, and acquainted with every acre of it, it is evident they cannot afford to run much risk, and engage in any very speculative undertakings, and they must be pretty sure of a successful result; indeed, at Providence Mine, near Murker, we hear the tributers have already raised some tons of good lead ore, near the spot from which about 100 tons of ore was raised some time since. The miners appear to be in good spirits, and confident of success, and we believe, from the shallow depths at which ore is found on this property, that the South Swaledale Company are likely soon to have some paying mines on this property. We wish them every success.

The Mill Dam Company have had another good weigh of ore, estimated at 60 tons, the produce of six weeks' working, worth between 700*l.* and 800*l.*, which will leave a handsome profit for the shareholders. The directors, in pursuance of a promise, gave on Thursday last a treat of roast beef and plum pudding to the workmen, numbering about 100 men and boys. The Chairman of the company presided, and the proceedings were characterised by great hilarity. The mine is said to be still looking well, and promises to be remunerative to the shareholders.

The Midland Railway shareholders have just sanctioned the making of several new lines of railways. The first bill was for enabling the Midland Company to get a better entry into Liverpool and Stockport, and some other towns in Lancashire. The next bill was for making a line from Barnsley to Kirkburton, with the view to get better access to Huddersfield; and the next was the Mansfield Lines Bill. This bill was to enable the Midland to construct a line from Mansfield to Southwell, and to Worksop, and also from Mansfield to Staveley. The Manchester, Sheffield, and Lincolnshire Railway have on a former occasion applied for parliamentary powers to make a line between Mansfield and Worksop, with a branch to Staveley, but were opposed by the Midland, and after an arrangement as to the mutual interchange of running powers, the Manchester, Sheffield, and Lincolnshire retired in favour of the Midland, who have promoted a bill for making these lines. The making of the line to Staveley is to place the enormous coal and iron works of Staveley and the neighbourhood in connection with Grimsby, Hull, and other important towns on the east coast.

There has nothing of material importance transpired regarding the share market, excepting the decline of the shares in Cammell and Co. (Limited).

REPORT FROM MONMOUTH AND SOUTH WALES.

JUNE 29.—The reports as to the state of matters at the ironworks are rather unfavourable, the extreme heat prevailing for the last three weeks rendering it almost impossible for the men, more especially the puddlers, to keep at their work for the usual number of hours. The quantity of iron turned out has, in consequence, decreased, and a scarcity of water is another difficulty which has to be contended with at some establishments. In fact, had it not been for the extraordinary precautions taken to prevent a repetition of the disastrous results which followed last year's drought, there is no doubt that many works would already be partially stopped. The trade is in a satisfactory state as regards the specifications in hand, and the demand is, upon the whole, good. Considerable shipments have been made to New York during the month; and, though American advices are not so favourable as expected, yet there is strong confidence felt that before long there will be a gradual revival in the trade with that country. Hardly anything is done on East Indian account, and it will take, perhaps, two or three months before that market recovers its wonted position. In consequence of the approach of the quarterly meeting, home buyers are, as a rule, holding orders until next quarter's prices are agreed upon. The general impression in this district is that the present list quotations will be confirmed. In Tin-Plates there is not much business doing, as makers are still of opinion that it is better for them to hold their large stocks than sell at the current prices. Buyers show more disposition to purchase, and it is evident there is a little speculation going on in coke plates. The Steam Coal Trade is not yet rid of the dulness which set in a few weeks since, and the export returns for June will, it is expected, show a decrease as compared with the corresponding period of last year. Inactivity also characterises the house coal trade, and for coke there is an average demand.

The directors of the Pontnewynydd Ironworks Company (Limited) are in treaty for the sale of their works and property to the Ebbw Vale Company (Limited). It appears that differences arose among the shareholders in the Pontnewynydd Company in a short time after it was formed, and the subsequent death of the Chairman (Mr. J. C. Irving) did not tend to improve matters. A considerable amount of money has been spent in improving the forge, which it was expected would have been started long ago, but the expectation has not been realised. Part of the property adjoins the Ebbw Vale Company's property, and it is said that it will form a valuable addition to the latter, and that the purchase will be of great advantage in developing the mineral resources of the two estates. Should the negociations prove successful there will be some hope that the forge will be again vigorously worked.

No official announcement has yet been made in refersnce to the estate of Messrs. Levick and Simpson, which is rather surprising, taking into consideration the fact that the stoppage took place nearly three weeks ago, and the books were at once placed in the accountants' hands. Rumours have been circulated that it is in contemplation to form a joint-stock company, with the view of purchasing the works; and if it is satisfactorily proved that the losses incurred by the firm have not been in connection with the working of the property, there will, perhaps, be a fair chance of carrying out the proposal.

The notice of the Blaenavon Iron and Coal Company, which appeared in last week's Journal, has excited much attention, and the wish, or rather hope, is expressed now that the shareholders are in some measure enlightened as to the inefficient manner in which the affairs of the company are managed, that more energy will be evinced, and an effort made to resuscitate former spirit, and endeavour to satisfy the proprietors by the declaration of dividends. This, it is maintained, could readily be done by competent appointments and energetic working.

The enquiry into the Tredegar explosion was continued on Thursday. The inquest on the body of David Jones was taken to rule the whole. The first witness was Thomas Davies, who said he worked at the Bedwellty Pit on the morning of the explosion. He worked at John Roberts's heading, where the gas fired. He was engaged in timbering that morning, and when about 200 yards from the heading he heard an explosion. He was knocked down, but was able to make his way to the bottom of the pit. There he met the fireman, and he and several others went back to the workings, and found the gas fired in Jones's stall. They assisted in taking a number of men out, who were either killed or affected by the foul air. There was no gas in his (witness's) place of working, but he heard that there had been a flash in David Jones's heading the day before the explosion. He always found plenty of air in the pit.——John Clark said he worked in David Jones's heading. He was not told of any danger the morning of the explosion. He heard that the day before a little gas was fired in David Jones's stall. In places where the wind could not reach, there was a little gas, but not of any consequence. Safety-lamps were given to the men when there was any danger.——In reply to Mr. Brough, he said there was a chalk in his place that morning, which signified "all right."——John Arthur said he worked in David Jones's heading. He did not go down on the morning of the explosion, as he was late, and did not feel very well. When he heard of the explosion he immediately went down and assisted in bringing the bodies out. There was fire in the upper stall on Thursday. It was caused by David Jones's boy leaving the door open. He had worked all his life at Tredegar. Three or four hauliers went through the door at the same time sometimes, and the gas then might accumulate.——By Mr. James: The sheet-door was opened to turn the horse for ten or fifteen minutes. That was on Thursday, and no doubt it was the cause of the gas accumulating in the upper stall. After the sheet-door was put right the air went in as usual. It was his boy fired the gas. He went to the face in about three-quarters of an hour afterwards, and found no gas there. He did not report this to the fireman.——Mr. Brough: Then you ought to. Mr. Bevan is liable to a fine of 20*l.* for not informing me of an explosion.——The witness continued, and said that it was clear the accumulation of gas on Thursday took place through the door being open.——At this stage, the enquiry was adjourned for a week. It appears that the company have decided to provide for the bereaved families, so that no public subscription will be necessary.

The London, Worcester, and South Wales Railway was warmly supported by Mr. Bevan: in his evidence before the committee, he said he was a coal and furnace owner and a colliery owner in South Wales, and also lessee of ironstone at Blisworth, near Northampton. He sent 4000 tons of ironstone a week to South Wales. The proposed line would be a much shorter and more direct route for that ironstone to go by than the present communication, and would effect a saving of 25 per cent. in the cost of transit. If this line were made house coal would find its way as a back cargo to the London market to a great extent. He could send back coal by this line, which would find its way to Northampton and the Eastern Counties. It would be an advantage to him to have another company to deal with. The more companies the better.—Mr. Nixon, colliery proprietor, near Aberdare, said his firm raised 1200 to 1500 tons of coal per day, which would be increased one-third by the opening of a new pit; and be ultimately increased, by taking additional fields, to the extent of 3000 or 4000 tons. The coal field of South Wales was 120 miles long by 10 or 12 broad. The consumption in London of coal was 5,600,000 tons annually. The quantity raised in Wales was 11,000,000 tons per annum, and yet only 134,000 tons were brought from South Wales to London, with that large consumption. The quantity of coal brought to London by the Great Northern was 700,000 or 800,000 tons, and by the North-Eastern upwards of 900,000 tons. That led him to the conclusion that the coalowners of South Wales were practically shut out of the London market. He produced the smokeless steam coal, for which there be a large demand in London if he could get the rates which were conceded to coalowners by the North-Eastern and the Great Northern. Anything would be of advantage to South Wales that would cheapen the transit of coal to London. It would be of great advantage if they could take a back cargo of ironstone from Northampton, because then the company could have no excuse for not reducing their rates. He is owner of seven screw colliers, by which he sends his coal to London. The distance is four or five times greater than by rail, but the rate is not more than that charged by the railway, which is only one-fourth the distance. The supply of ironstone to South Wales is a matter of very great importance.

The arrivals at Swansea include—The Pet, from Newfoundland, with 190 tons of copper ore, for H. Bath and Sons; the Florence, from Cuba, with 420 tons of copper ore and 90 tons of copper regulus, for the Cobre Mining Company; the Ventaroza, from Aveiro, with 91 tons of copper and 13 tons of lead ore, for Richardson and Co.; the Morton, from Santandar, with 170 tons of copper ore, for Richardson and Co.; the Harald Haarfagar, from Krangiso, with 120 tons of nickel ore, for Vivian and Sons; the Scherain, from Santandar, with 220 tons of zinc ore, for Richardson and Walters; the Ann Nelson, from San Francisco, with 160 casks of copper ore, for H. Bath and Sons; the Antonio Vinert, from Papori, with 500 tons of copper ore, for Elford and Co.

NON-EXPLOSIVE GUNPOWDER.—We announced last week that Mr. Gale, electrician, of Plymouth, had succeeded in rendering gunpowder non-explosive and restoring its destructive character, at pleasure and at a trifling cost, without injuring its original properties. According to the *Western Morning News*, a series of most satisfactory experiments have been made at the Government House, before competent authorities. At the first experiment the process was applied to a small quantity of gunpowder, which was made non-explosive, and restored to its original condition in less than two minutes. The powder used was ordinary blasting-powder, and the match which was applied to the powder produced no effect beyond lighting a few grains, which sparkled one at a time without anything approaching to a flame, much less to an explosion. Some of the Government powder was then tried, and this proved to be much stronger than the ordinary blasting-powder. The slow match, which was placed through the powder, lighted the grains with which it came in contact, but no explosion took place, and after the match was burnt out it was found that the powder had lost less than one-eighth part of its weight. During the time the match was burning Mr. Gale held in his hand the vessel containing the powder. Further experiments were made with the Government powder, when it is was found that by increasing the quantity of the non-explosive mixture the powder was fully protected, and when a red-hot poker was put through it nothing was seen but a few sparks, and on re-weighing the powder no loss could be discovered. It was evident that Mr. Gale had the gunpowder completely under control, and that he could cause it either slowly explosive, or completely non-inflammable. In either case it could be instantly restored to its original condition.

GEOLOGICAL TOADS.—At the Manchester Geological Society monthly meeting, on Tuesday, Mr. Joseph Dickinson, one of the Inspectors of Mines, called attention to a paragraph copied from a Newcastle paper, respecting a living toad which was alleged to have been found embedded in a block of magnesium limestone stratum near Hartlepool. It was said that Mr. Taylor, the incumbent of Hartlepool, an eminent local geologist, had pronounced this wonderful toad to be 6000 years old. This was the second paragraph of the kind that had gone the round of the Manchester papers. The first paragraph was relative to a live toad said to have been found at St. Helen's embedded in the coal. Knowing the owners of the colliery where the discovery was said to have been made, he wrote to them for particulars, and they sent over the collier who had discovered the wonderful reptile, which the man brought with him all alive in a piece of cannel coal. He took the man to Mr. Plant, at the Peel Park Museum, and full particulaas were given as to how, when, and where the toad had been discovered. Mr. Plant then examined the specimen, and said there could be no doubt that the man had made the hole himself and put the toad into it. The man said such a hole could not be made, but Mr. Plant said he knew an ivory carver who could make a much better one. Mr. Plant wanted to break the coal asunder, having, by inserting his finger, distinctly felt the chisel marks, but the collier hastily objected, and also refused to go with his discovery to Dr. Alcock, of the Natural History Museum. He (Mr. Dickinson) quite agreed with Mr. Plant that the specimen was manufactured. He had never met with a toad underground himself, nor had any of his many friends connected with mines. Mr. Aitken proposed some photographs of the Hartlepool toad. Mr. Plant corrobrated Mr. Dickinson's account as to the St. Helen's toad, and added that the collier tried in every way to prevent him passing his finger into the hole, saying that the toad's bite was poisonous. He (Mr. Plant), however, had no difficulty whatever in recognising, both in the St. Helen's specimen and in the Hartlepool photograph, our old friend, the British toad, which was to be found under our edges at any time. It had been stated that the recently-found specimen at Hartlepool had no mouth, but that was a remark resulting from ignorance. Toads often breathed with their mouths closed, the air escaping through the pores of the skin. Since the appearance of the paragraph to which Mr. Dickinson called attention, the Rev. Mr. Taylor had denied uttering any such nonsence as that the toad was 6000 years old.—Mr. Greenwell said it was remarkable that no living things but toads were found embedded in rocks. (Laughter.)—The President (Mr. A. Knowles) said a learned society in Paris experimented by enclosing toads in a preparation to see how long they could live without air; some of them lived twelve years, but the covering was broken open every six months.—The meeting generally received the tale of the toads with amused incredulity.

NEW THEORY ABOUT PETROLEUM.—A theory which has the merit of being at once plausible and less repugnant with ascertained facts than many which have been suggested, has been proposed in the Pittsburgh *Oil News*. One of the most rational and more generally accepted theories respecting petroleum supposes that substance to be a product of the destructive distillation of coal by means of the earth's internal heat. There is being discussed just now, however, a theory which is the exact converse of this; a theory according to which, instead of petroleum being formed from coal, coal was formed from petroleum. It is well known that "all organic substances which are not themselves volatile, such as wood, flesh, and other vegetable and animal matters, yield, when subjected to the influence of heat below dull redness, tarry oils, having in all cases the general character of petroleum, and differing only according to the specific differences in the materials from which they may have been obtained," and the new hypothesis supposes that the materials from which our coal beds were formed were converted in the first instance into such "tarry oils," and that these oils, under the long-continued action of heat, gradually lost nearly all their oxygen and the chief part of their hydrogen, the residuum gradually becoming solid. The pitch lake in Trinidad is referred to in support of this opinion. It is alleged that the theory of coal having been condensed from a liquid, in the same way as this "asphaltum," accounts better than any other for its purity, seeing that "all impure or foreign substances which did not decompose would most likely be of greater specific gravity than oil, and consequently sink to the bottom." The high state of preservation in which plants frequently occur in our coal beds, and the fact of trees being found erect in them, are easily accounted for upon this theory. Trees grow on the hardened pitch of the Trinidad Lake, within a short distance of other pitch in a state of ebullition, and one can readily conceive of the hardened pitch, in any similar case, being softened by an eruption of the boiling pitch, and of the trees growing on it being thus engulfed, or of the lake overflowing its banks and so submerging adjacent vegetation. The new theory also furnishes a simple explanation of the "exceeding minuteness of many coal seams, which thin out into mere filaments over extensive areas of solid rock," and might well be due to an oily liquid having overflowed the rock when it was at the surface, and having then, in process of time, in part evaporated and in part solidified. The shape and dimensions of many other coal seams are equally consistent with the idea of the seams in question being the solid residuum of what once were lakes of oil—and, indeed, the great majority of all known coal formations are basin shaped, "with long and sloping sides dipping down to a common and profound centre," a fact which certainly tells with great force in favour of the new hypothesis. On the whole, it must be admitted that the theory that the first step in the formation of coal was the production of "tarry oils" by the destructive distillation, at a comparatively low heat, of vegetable and perhaps animal matter, and that coal consists of the less volatile portions of these oils, solidified and hardened by heat and pressure, is not without plausibility—at least, in respect of certain kinds and formations of coal. There are some coal beds which present phenomena which could scarcely, so far as we can at present see, be accounted for on this theory, but further researches will doubtless throw additional light on the whole matter, and it is not necessary that we should suppose that all the coal that exists was formed precisely in the same way.

WEATHER PREDICTIONS.

TO THE EDITOR OF THE MINING JOURNAL

SIR,—I have not written anything on the weather of late, being otherwise engaged; and rather than risk mistakes for want of time, I refused to write at all. I am, however, pressed at this moment to give my opinion on the state of the weather to be expected for July. First, on account of the general anxiety now felt for the successful operation of laying the Atlantic telegraphic cable; and, secondly, on account of the forthcoming harvest. With reference to the former, I may state I offered, if the Atlantic Telegraphic Cable Company would go to the expense of my taking proper observations on both sides of the Atlantic, to fix upon a period free from gales in which they could lay the cable without danger, so far as the weather was concerned. My offer was declined, and I took no further trouble about the matter; but, if my opinion had been asked, I should have said —"Lay your cable in June, then you will be safe." From the 28th inst. to the end of July the barometric movements will be of a very fluctuating character.

With reference to the weather for July, as far as I have had time to examine, by ephemeris, from my London observations, the weather will approximately be as follows:—From June 29 to July 4, unsettled, with local thunder-storms about the latter date; 5th to 7th, generally fine; 8th and 9th, more or less wind and rain and local thunder-storms; 9th to 11th, generally fine; 12th, again thunder-storms, and more or less wind and rain at intervals until the 18th. Between the 12th and 15th, I rather expect some interesting phenomena will occur, I will not say what it will be; the 19th and 20th, generally fine; 21st, local thunder-storms, and weather changeable to the 23d; 24th to 28th, generally fine; 29th and 30th, some rain and wind; 31st to August 1, fine. Should not the thunder-storms occur on the days named, thunder clouds will prevail, with ozone in the atmosphere. So far as I can make out the weather phenomena from the observations published daily by the Board of Trade, the changes in the weather for the same period for the south and south-west coast of Ireland should be nearly of a similar character to the above-named dates; the Government weather tables, however, are most inaccurate, and in addition to this, every seventh day is omitted altogether. So far as I have gone, the weather will be rather indifferent for August.

G. SHEPHERD, C.E.,
Author of the "Climate of England."

Throgmorton-st., June 26.

RECENT RAILWAY ACCIDENTS.—We are glad to learn that the South-Eastern Railway Company are anxious to settle the claims of the various persons injured on their line by the accident on June 9, at Staplehurst, without putting the unfortunate sufferers to the inconvenience of going to law. We are informed that several of the passengers so injured have placed the arrangements for claims on the company in the hands of Mr. George Shepherd, C.E., and that there is a prospect of these claims being speedily and amicably arranged.

STRENGTH OF MATERIALS.—It is a remarkable fact that one of the most abundant materials in nature—iron—is the strongest of all known substances. Made into best steel, a rod one fourth of an inch in diameter will sustain 9000 lbs. before breaking; soft steel, 7000 lbs.; iron wire, 6000 lbs.; bar-iron, 4000 lbs.; inferior bar-iron, 2000 lbs.; cast-iron, 1000 to 3000 lbs.; copper wire, 3000 lbs.; cast lead, 58 lbs.; gold, 2500 lbs.; tin, 300 lbs.; cast zinc, 160 lbs.; sheet zinc, 1000 lbs.; silver, 2000 lbs.; platinum, 3300 lbs.; milled lead, 200 lbs. Of wood, box and locust, the same size, will hold 1200 lbs.; the toughest ash, 1000 lbs.; elm, 800 lbs.; beech, cedar, white oak, pitch pine, 600 lbs.; chesnut and soft maple, 550 lbs.; poplar, 400. Wood which will bear a very heavy weight for a minute or two will break with two-thirds the force acting a long time. A rod of iron is about ten times as strong as a hemp cord. A rope an inch in diameter will bear about 2½ tons, but in practice it is not safe to subject it to a strain of more than about 1 ton. Half an inch in diameter, the strength will be one-quarter as much; a quarter of an inch, one-sixteenth as much, and so on.—*American Artisan.*

THE MARITIME AND GENERAL IMPROVEMENT COMPANY (with a capita of 100,000*l.*, in 20,000 shares, of 5*l.* each) is the title of a new enterprise, formed for the purpose of purchasing and bringing into extensive use maritime and general improvements of all kinds; and with this object in view the patented preserving and anti-fouling inventions of Mr. Rowett and Mr. Hay have been purchased, the patentees allowing the greater proportion of their remuneration to be dependent upon the profits of the company, and not to be paid until after the shareholders have received a dividend of 10 per cent. per annum. The inventions of Mr. Hay, of H. M. Dockyard, Portsmouth, have been most successfully applied to numerous ships and vessels of the first-class in her Majesty's Navy, amounting in the aggregate to 90,000 tons, and after great competition his method of applying a protective coating to the bottoms of ships has met with the approval of the Lords of the Admiralty. It is an invention which has proved to be both economical and effective, and the application of the composition requires only the ordinary attention necessary in the use of common paints. As regards Mr. Rowett's preparation, which was originally designed to preserve ocean telegraph cables, &c., it has been found to possess peculiar properties, having a chemical affinity for, and preserving effect upon, several kinds of hemp and similar substances used in the manufacture of canvas, rope, nets, and articles in general use for most branches of nautical, railway, agricultural, and domestic purposes, and for which a large commercial demand is anticipated. The outlay of capital for plant and warehouses, in the first instance, is avoided, arrangements having been made with eminent manufacturers for making and supplying all immediate demands for the composition, under the supervision of the patentees. As the preparations can be supplied at very reasonable prices, a great and increasing demand is confidently expected from foreign as well as our home markets.

THE SLATE TRADE—ITS STATE AND PROSPECTS.—The highly satisfactory position of the SLATE TRADE—the demand being so much greater than the supply—renders all information respecting it of general interest Some three years since a descriptive pamphlet was issued by Mr. T. C. Smith, of which two editions of 5000 each were speedily disposed of; this has now been re-printed, with much original matter from practical authorities in the several districts, and particulars of most of the quarries at work, explanatory of their state and prospects. The new work is published at 1s. each, and can be had at our office.

** The MINING JOURNAL is published in time for dispatch by the early mails on Saturday, and should be delivered with the usual morning papers of that day. In cases of irregularity, we recommend that orders be given to Messrs. Smith, or other active agents, who will readily undertake to supply it.

BRAZIL.

THE TAQUARIL GOLD MINING COMPANY (LIMITED).

IN THE PROVINCE OF MINAS GERAES.

To be incorporated under the Companies Act, 1862, whereby the liability of shareholders is limited to the amount of their shares.

Capital £75,000, in 15,000 shares of £5 each.

No deposit will be required on application, and no shares will be allotted unless two-thirds are applied for.

10s. on allotment, £1 in three months, and £1 in six months.

No further call without six months' notice.

DIRECTORS.

WILLIAM BRODIE, Esq., Richmond (late Secretary to Her Britannic Majesty's Legation at Rio de Janeiro).
JAMES DAWSON, Esq., Billiter-square.
RICHARD D. HEATLEY, Esq. (Heatley, Cowan, and Co.), London and Valparaiso.
Colonel JAMESON, Kensington-park-gardens.
ROBERT MONACH, Esq., 94, Camden-street (formerly of the St. John del Rey Gold Mining Company, Brazil).
CHARLES PHELPS, Esq., Rood-lane, merchant.
The Hon. Colonel R. T. ROWLEY, M.P., Berkeley-square.
THOMAS STAUNTON, 11, Porchester-square, Bayswater (Director of the Vallanzasca Gold Mining Company, Limited).

AGENTS IN BRAZIL—Messrs. Edward Johnston and Co.
BANKERS—The London and County Bank, and branches.
SOLICITOR—James Bell, Esq., 21, Abchurch-lane.
BROKERS—Messrs. George Burnand and Co., Lombard-street.
Messrs. Taunton and Co., York-buildings, Liverpool.
AUDITORS—Messrs. Johnstone, Cooper, Wintle, and Evans, public accountants, 3, Coleman-street-buildings, E.C.
SECRETARY—J. C. Goodman, Esq.
OFFICES,—9A, GREAT ST. HELEN'S, BISHOPSGATE STREET.

This company has been formed for the purpose of purchasing and working gold mines in Brazil; and with this object in view the directors have entered into a provisional contract for the purchase of the famous Taquaril Mine, upon the following advantageous terms, viz.:—£16,000 in cash, to be paid by instalments, and £10,000 in 4000 shares, with £2 10s. paid thereon.

The estate of Taquaril adjoins the Morro Velho estate, belonging to the celebrated St. John del Rey Mine, and is about four miles from that mine, which has returned to its proprietors no less than £687,500 in dividends, upon an outlay of £165,000.

Accompanying the prospectus will be found reports from Capt. Joel Hitchens (late Commissioner of the Imperial Brazilian Gold Mining Association), Capt. Henry Pengilly (who was 27 years in Brazil, 13 at St. John del Rey, 12 at the Imperial Brazilian, and 2 at Taquaril), Capt. Wm. Williams, late manager at the Brazilian Gold Mining Company, and William Lanyon, the last miner who worked in the Taquaril Mine; and also from Capt. Thomas Martin, late manager of the Mortes Aureos Gold Mine, and present manager of the Cambrian Gold Mine, North Wales; Capt. William Goyen, 16 years at St. John del Rey Gold Mine, present superintendent of the Frontino and Bolivia Gold Mining Company; Capt. R. S. Bryant, present superintendent of the Santa Barbara Gold Mining Company; and Walter Furst, Esq., 34 years in Brazil, late from the St. John del Rey Mines.

From these reports it will be seen that this property continued to yield considerable quantities of gold, until the rude mechanical appliances in use for draining the water proved inadequate to its further development.†

Capt. Williams (who has had a large experience in the gold mines of Brazil) states—"From what I saw of the mine I think I might safely engage, after having the materials on the ground, to fork (drain) the mine, and get it into a regular course of working, in six months; and to confirm my opinion, I would not only take an interest, but an active part in carrying out the undertaking. My old employers talked to me many times about this property, and would have bought it had they been able to come to terms with the proprietors. I should say £10,000 would be found ample to set the mine in good working order, and to make handsome returns."

Mr. Lanyon states in his report—"I have taken out about 100 lbs. weight of gold in so small a space as from 10 to 12 ft. of this lode": 100 lbs. weight of gold is worth upwards of £4000.

The Taquaril estate is freehold. The lodes run through it at a distance of about six miles.

To show the value of the property, the late Charles Herring, Esq., when chief superintendent of the St. John del Rey Mine in Brazil, offered £50,000 for it; but the proprietor, having a larger offer at the time, refused to accept Mr. Herring's, as will be seen on reference to his letter.

No money will be paid to the vendors until the legal advisers of the company in Brazil have certified that the estate has been duly conveyed.

The directors, in order to satisfy themselves as to the truth of the reports of the extraordinary richness of the Taquaril, thought it necessary to see and examine Captain Pengilly and Mr. Lanyon, who worked there, and also Captains Goyen and Williams, and Mr. Furst. The written reports of all these gentlemen are annexed to the prospectus. In the above-mentioned personal interviews they, in every respect, confirmed their previous statements. In addition to the valuable testimony of these gentlemen, Mr. Monach, one of the directors, who was nearly 20 years in Brazil, personally knows the mine, and considers it one of the richest in that country.

Some specimens of the gold from this mine have long since been deposited in the Department of auriferous ores in the British Museum.

In order to avoid unnecessary trouble to applicants, no deposit will be required on application, and no shares will be allotted unless two-thirds are applied for.

No promotion money will be paid.

The following is an extract from the letter of the proprietor, offering to sell the mine:

(TRANSLATION.)

Sabara, Dec. 16, 1863.—I received your letter of the 7th November, in which you inform me of having received mine of the 15th August only. I have to inform you that since that one I have written two to the same purpose, one by the English and one by the French packet; perhaps you have already received them. However, I again inform you that we are disposed to sell our mines and estate of Tacoari (Taquaril). If you wish to buy them, we will sell all that belongs to us. I say all, for it has always been our intention to establish a company there, and for that reason we have bought different lands which would be a benefit to a great establishment, and the whole will be sold. We have the great mine of Taquaril, the best in this province; the Mine of Ponte Grande, with a good deal of water belonging to it; that of Carvoeira, and all the bush lands which belong to us. You must remember that Charles Herring offered us £50,000, and we did not accept it because we had a larger offer from Mr. Edward Oxenford, which offer came to nothing from the difficulties the said Mr. Oxenford had in Cocais. This and other affairs were the cause of our stopping the works of the mine, and at the departure of my partner for Europe the mine was filled with water, with the riches which you know, since the last day on which we went down the mine, you know the state in which it was, and since that time we have not been down. With regard to the water you mention, I have to inform you that a large aqueduct can easily be brought to it from the Coral del Rey. In short, if this mine belonged to a company, and were properly worked, I am certain it would the best in the province. We have resolved to sell it, for I am old, and already tired of work, &c. JOSE RICARDO VAZ.

The Articles of Association may be seen at the offices of the company.

A large number of the shares to be allotted to the public have already been applied for.

Applications for shares can be made, and prospectuses, reports, and all information obtained, at the company's offices, where plans may be seen; of the brokers, solicitors, &c.

No. .....

FORM OF APPLICATION FOR SHARES.

To the Directors of the Taquaril Gold Mining Company (Limited).

GENTLEMEN,—I beg to apply for ..... shares in the above company, and agree to pay to your bankers a deposit of 10s. per share on the said shares, or upon any less number you may allot to me; and I hereby agree to accept such shares as you may allot to me, and to execute the Articles of Association, if required, and request that my name may be placed on the register of shareholders for the shares allotted to me.

Name (in full) .....
Residence .....
Profession or trade .....
Dated this day of 1865. Signature .....

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before Monday, the 3d day of July next, to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply— 200 TONS of CAKE COPPER.

And that the conditions of the said contract may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M., of the said 3d of July, 1865, after which hour no tender will be received.

India Office, June 26, 1865. GERALD C. TALBOT, Director-General.

India Office.

BY ORDER OF THE SECRETARY OF STATE FOR INDIA IN COUNCIL, notice is hereby given that the DIRECTOR-GENERAL OF STORES FOR INDIA will be READY, on or before MONDAY, the 3d July next, to RECEIVE PROPOSALS in writing, sealed up, from such persons as may be willing to supply— BEST BRITISH IRON, PIG IRON, and ZINC.

And that the conditions of the said three contracts may be had on application at the India Store Office, Cannon-row, Westminster, where the proposals are to be left any time before Two o'clock P.M. of the said 3d day of July, 1865, after which hour no tender will be received. GERALD C. TALBOT, Director-General of Stores.

India Office, June 22, 1865.

TO DRAUGHTSMEN AND COPYING CLERKS.—REQUIRED, a GOOD DRAUGHTSMAN, who can write well, in an Engineer's Office. None need apply who cannot produce satisfactory references. Applications, stating age, and salary expected, to be addressed to "P.," Post-office, Aberdare, Glamorganshire.

WANTED, by the advertiser, a SITUATION as ASSAYER of COPPER, TIN, LEAD, or SILVER ORE. Accustomed to practical mining in all its branches, or mining accounts. Would prefer going abroad. Parties would save time and trouble by stating salary given, &c. References on application, as usual. Address, "J. W.," MINING JOURNAL office, 26, Fleet-street, London, E.C.

WANTED, a SITUATION as ASSAYER of COPPER, IRON, TIN, LEAD, ZINC, SILVER, and GOLD ORES. Accustomed to practical mining. No objection to go abroad. Parties would save time and trouble by stating salary given, &c. References on application.—Address, "C.," MINING JOURNAL office, 26, Fleet-street, London, E.C.

WANTED, a MAN of EXPERIENCE, to SURVEY and OPEN OUT a COPPER PYRITES MINE in NORWAY. Must give good references as to capability and trustworthiness.—Address, with terms, "C. S.," Bradford Post-office, Manchester.

WANTED,—PARTNERS in VALUABLE MINES, situated in different famous localities of SWEDEN, containing rich Iron, Copper, Galena, Zinc, &c., ON VERY FAIR TERMS. CAN BE SOLD.—For particulars, apply by letter, or personally, to JOHN ED. WELLANDER, Ortala Ironworks, near Stockholm.

WANTED, to EXTEND a HIGHLY PROFITABLE BUSINESS, about FIVE THOUSAND POUNDS. No objection to a limited liability company: 25 per cent. per annum guaranteed for the first three years. A gentleman introducing parties with this amount of capital will be liberally treated with.—Address, "O. M.," Post-office, Falmouth.

WANTED TO PURCHASE, about £2000 FIRST-CLASS BRITISH RAILWAY DEBENTURES, or with a first-class guarantee, to pay not under 5 per cent.—Apply at once, to "G. W.," Post-office, Huddersfield.

TO IRONMASTERS—WANTED, a PARTNERSHIP.—The ADVERTISER is COMPETENT to MANAGE the ERECTION of IRONWORKS and MACHINERY, and the MANUFACTURE of MARKED IRON, and can introduce a trade connection. He was connected with the Bloomfield Ironworks Tipton, upwards of thirty years.—Address, JOSEPH HALL, Horsley House, Dudley.

TO CAPITALISTS.—WANTED, a PARTNER in ONE of the MOST PROMISING COLLIERIES in NORTH WALES. The royalty is about 500 acres, and is already proved to contain four valuable seams of coals, adapted both for house and steam purposes, and the returns on the capital invested will be at least 50 per cent. annually. The capital is required for the full development of the concern, and if preferred the incoming partner may have the entire management, financially and otherwise.—Address, "W. 15," Post-office, Liverpool.

THE ADVERTISER, having had twenty-five years' experience in one of the largest and most extensive copper mines in Ireland, as manager, purser, and private accountant for the past twelve years, and previous to that period as underground agent in the same concern, is NOW DISENGAGED, and ANXIOUS for ACTIVE EMPLOYMENT. Testimonials and reference to most respectable parties tendered to satisfy the most scrutinising, with ample security, if required. Advertiser is quite open to undertake any branch of business, even unconnected with mining. Apply to "Z. X. Y.," Post-office, Queenstown. To be heard of for one month.

A GENTLEMAN of good connection and position in London, acting for a first-rate house, is OPEN to TAKE an ADDITIONAL AGENCY. He has nearly 20 years' experience of London business, is also thoroughly conversant with the metal trade, well known in the City, and would be able to extend the business of a good firm. The highest references given.—Address, "A. R.," care of Messrs. Dawson and Sons, 74, Cannon-street, E.C.

COMMISSION AGENCY.—A GENTLEMAN, residing in the heart of the West Cornwall mining district is WILLING to UNDERTAKE the SALE of POWDER or any OTHER MATERIALS USED IN MINING, on commission. The highest references will be given. Advertiser has a large mining connection. Apply, "H. W.," MINING JOURNAL office, 26, Fleet-street.

STEAM ENGINE.—WANTED TO PURCHASE, a SECOND-HAND WINDING ENGINE, of 18 or 20 inch diameter cylinder, and of the most approved construction for economising fuel; to be condensing, with double-beat lifting valves, with fly-wheel, &c., complete; and with or without boiler.—Full particulars, together with lowest cash price, to be addressed to F. W. GREENE, Esq., No. 197, Great Brunswick-street, Dublin.

PUBLIC WORKS CREDIT COMPANY (LIMITED).—Ten per cent. dividend, and bonus of £1 per share, declared June 29. SIXTY-FIVE SHARES TO BE SOLD at a sacrifice, owing to death.—Apply to Mr. NEWCOMB, 8, Sutherland-street, Pimlico, S.W.

CAPT. J. RABEY OFFERS FOR SALE FIFTY SHARES, at the nett price of £3 per share, in the CAI-R-PANT MINE, joinining the great Minera Mine, and one of the best prospects in the district, being all whole ground, and the mine paying for itself now at the shallow depth of 40 yards.—Address, Captain J. RABEY, Coedporth, near Wrexham, Denbighshire, North Wales.

HARRIS AND CO., STOCK AND SHAREBROKERS, AND FINANCIAL AGENTS, 15, GEORGE STREET, MANSION HOUSE, LONDON, E.C.

THE AUSTIN CONSOLIDATED SILVER MINES COMPANY (LIMITED).

Incorporated under the Companies Act, 1862.

Capital £100,000, in 20,000 shares of £5 each.

Deposit 10s. per share on application, and 10s. on allotment.

Further calls not to exceed £1 per share, or to be made at less intervals than three months.

It is not intended that more than £3 per share be called up.

Interest for two years from allotment of shares at the rate of 10 per cent. per annum, guaranteed by deposit of cash.

DIRECTORS.

The Hon. FREEMAN H. MORSE, United States Consul for London—CHAIRMAN.
A. F. CROOM, Esq. (late of Shanghai), of Shortwood, Staines.
JOHN ELIN, Esq., 7, Bishopsgate-street Within, E.C.
CHARLES E. FULLER, Esq., 7, Basinghall-street, E.C.
EDWARD LUCAS, Esq., Heron-gate, Essex.
EDWD. J. MUYBRIDGE, Esq. (late of California), 4, Brompton-square.
Capt. E. G. TINKER (Messrs. Grinnel, Tinker, and Morgan), 7, Leadenhall-street, E.C.

BANKERS—The London and County Bank, London, and its branches.
BROKER—John Inchbald, Esq., 2, Copthall-court and Stock Exchange, London.
SECRETARY (pro tem.)—William Davies.
TEMPORARY OFFICES,—123, FENCHURCH STREET, E.C.

ABRIDGED PROSPECTUS.

This company has been established—firstly, for the purchase and working four of the most valuable silver mining properties at Austin, the chief City of the Reese River district of Nevada, California, viz.:—The Silver Star, Sunnyside, Idle Wild, and Lizzie Hopkins—possessing altogether 2635 feet of lodes.

And, secondly, for the purpose of erecting and working at Austin, stamp quartz mills, with all the necessary appliances, for which there is abundant employment of the most lucrative kind.

It is now admitted by the best authorites on the subject that the Reese River Mines are the richest in silver that have yet been discovered, the average yield per ton being stated on the best authority to be not less than 200 ozs., this being a greater average than the mines of Washoe, California, Mexico, or Peru.

Eleven shafts have been sunk on the several lodes, so that the company's mines are completely proved and tested.

It is not easy to form an estimate of the enormous profits which are derived from the working of mines in this district, and the directors, therefore, abstain from quoting statistics on the subject. They have, however, satisfied themselves that, apart from the working of the stamping-mills, estimated to produce a clear profit of above £30,000 per annum, the development and working of two only of the four mines belonging to the company will yield in profits annually a sum equal to the whole subscribed capital.

According to the provisional agreement entered into for the purchase of the several properties, it has been arranged that one-half of the price, which is £45,000, shall be accepted in paid-up shares of the company, while of the amount to be paid in cash the vendor has agreed to leave in the hands of the directors so much as will provide for interest being paid to the ordinary shareholders for two years from date of allotment, at the rate of 10 per cent. per annum.

There will be no promotion money paid, the necessary outlay for the legal establishment of the company only being incurred.

The great success of the Washoe Gold and Silver Company, which was established in London last year, is proved by the price at which the shares are now quoted in the market, being at a premium of upwards of 200 per cent. There is every reason to believe that the property acquired by this company will yield results even more favourable.

Reports as to the value and extent of the properties, with assays of the ores from the various mines, maps, plans, and every information, may be had on application to the company's offices. Copies of the Articles of Association may be seen at the offices of the company's solicitors.

As the share list will be closed in a few days, an early application will be necessary to secure an allotment.

BARNED'S BANKING COMPANY (LIMITED),

Incorporated under the Companies Act, 1862.

Capital £2,000,000, in 40,000 shares of £50 each (with power to increase), of which it is not intended to call up more than £20 per share.

Deposit on application £1 per share, £4 per share on allotment, £5 per share on 1st of September, and the remainder in instalments of not more than £5 each, and at intervals of not less than three months, of which ample notice will be given.

DIRECTORS.

CHARLES MOZLEY, Esq.—CHAIRMAN.
J. A. BENCKE, Esq. (Messrs. J. A. Bencke and Co.), Liverpool.
GEORGE COLLIE, Esq. (Messrs. G. Collie and Co.), Liverpool.
S. PRICE EDWARDS, Esq., Liverpool.
JOHN ENTHOVEN, Esq. (Messrs. H. J. Enthoven and Sons), Liverpool.
FRANCIS MARTIN, Esq. (Messrs. Martin, Robertson, and Co., Gracechurch-street, London), Director of the Thames and Mersey Insurance Company.
FREDERICK B. MOZLEY, Esq., Liverpool.
LEWIN B. MOZLEY, Esq., Liverpool.
JOSEPH ROBINSON, Esq., Deputy-Chairman Ebbw Vale Company, Laurence Pountney-hill, London. (With power to add their number.)

BROKERS—Messrs. Prescott, Grote, Cave, and Co., London.
Messrs. I. Barned, and Co., Liverpool.
BROKERS—Messrs. Brunton and Son, 32, Cornhill, London.
Messrs. Heibert, Wagg, and Co., Shorter's-court, Throgmorton-street.
Messrs. Thomas Tinley and Sons, Liverpool.
SOLICITORS—Messrs. Maynard, Son, and Co., Coleman-street, London.
Messrs. Bateson, Robinson, and Morris, Liverpool.
AUDITORS—Messrs. Harmood, Banner, and Son, Liverpool.
SECRETARY (pro tem.)—R. H. Ashton, Esq.
OFFICES IN LIVERPOOL,—THE BANK, LORD STREET.
TEMPORARY OFFICES IN LONDON.
CITY BANK CHAMBERS, No. 20, THREADNEEDLE-STREET, E.C.

This company is formed for the purpose of purchasing the business of the old-established and well-known private bank of Messrs. I. Barned and Co., in Liverpool, and organising it on the broader basis of a joint-stock company, under the Limited Liability Act.

The bank, which was founded in 1809, has done a large and continually increasing business, and there is no doubt that in the new and extended form still more satisfactory results will be realised.

The directors have received most encouraging promises of support both in Liverpool and London, but in making the allotment of shares preference will be given to the present customers of the bank.

The purchase-money for the business has been fixed at one hundred and sixty thousand pounds, payable by instalments, spread over two years, as stipulated in the agreement; and this sum, on comparing it with the profits shown by Messrs. I. Barned and Co. to have been realised, and their guarantee of the assets taken over, cannot be considered other than a moderate payment for a lucrative business placed at once in the hands of the shareholders.

The bank will take over the business of Messrs. I. Barned and Co. as from the 1st July, 1865, and Messrs. I. Barned and Co. will guarantee the payment of all debit balances (including bills and credits running) standing in their books on that day.

The business will have the advantage of the active supervision of the present partners in the bank, who have agreed to act as directors for five years, and will retain a large interest in the company.

Messrs. I. Barned and Co. are willing to sell at a valuation the present bank premises, and any of their adjoining property, if the directors wish to secure it, and, if required, to leave the purchase-money on mortgage for ten years at 4½ per cent.

The remuneration of the ordinary directors is to be fixed by the shareholders at their annual meetings, but power is taken in the Articles of Association to appoint one or more of their number as managing directors, whose extra remuneration will be determined by the board.

Copies of the company's Memorandum and Articles of Association, and of the agreement for the transfer of Messrs. I. Barned and Co.'s business, can be seen at the offices of the solicitors of the company.

Applications for shares must be accompanied by a payment of the deposit of £1 per share. In the event of no allotment being made, the deposit will be returned in full. Should a less number of shares be allotted than are paid for, the deposit will, so far as required, be applied towards the payment due on allotment.

Applications for shares will be received at the bankers, brokers, solicitors, offices of the company, and at the following places:—

ENGLAND—Manchester: Messrs. Cunliffes, Brookes, and Co.
Leeds: The Yorkshire Banking Company.
Birmingham: The Birmingham Banking Company.
Bristol: Messrs. Baillie, Cave, Baillie, and Co.
SCOTLAND—Edinburgh, Glasgow, Dundee, Aberdeen, Dumfries ... The National Bank of Scotland.
IRELAND—Dublin, Londonderry, Cork, Limerick ... The Provincial Bank of Ireland.
Belfast ..... The Belfast Banking Company.
" ..... The Ulster Banking Company.

Where prospectuses and forms may be obtained.

BARNED'S BANKING COMPANY (LIMITED).

To the Directors of Barned's Banking Company (Limited).

Gentlemen,—Having paid £ to your bankers, I request that you will allot me shares in Barned's Banking Company (Limited), and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay the calls thereon, subject to the provisions of the Companies Act, 1862, and the Articles of Association.

Name in full .....
Address .....
Occupation (if any) .....
Date ..... Usual signature .....

The above form, when filled up, to be left with the bankers on payment of the deposit.

ABRIDGED PROSPECTUS ONLY.

THE BREECH-LOADING ARMOURY COMPANY (LIMITED).

LATE CALISHER AND TERRY, CONTRACTORS TO H.M. GOVERNMENT, LONDON AND BIRMINGHAM.

Incorporated under the Companies Act, 1862.

Capital £150,000, in 6000 shares of £25 each.

£1 to be paid upon application, £3 on allotment, and £5 three months afterwards.

It is not expected any further call will be required.

The vendors have subscribed for 1000 shares in the company for themselves and friends, and the principal partner will take the appintment of manager.

DIRECTORS.

Rear-Admiral CURRIE, United Service Club, Pall Mall, and Bletchingly, Surrey—CHAIRMAN.
Lieut.-Col. BRIDGE, Upton Park, Slough.
Lieut.-Col. HAMILTON, 87th Royal Irish Fusiliers, Army and Navy Club, Pall Mall.
Lieut.-Col. JAMES, Junior United Service Club, Waterloo-place, S.W.
Major LEVESON, 6, Landowne-terrace, Brighton.
Lieut.-Col. MAYNE, United Service Club, Pall Mall. [ham.
R. C. MACRAE, Esq., 9, Barge-yard-chambers, E.C., and the Manor House, Beckenham.
Lieut.-Col. WEMYSS, 29, Addison-road North, Kensington.
(With power to add.)

LONDON BANKERS.

London and Westminster Bank, Lothbury, City, E.C.
Messrs. Hallett, Ommanney, and Co., 14, Great George-street, Westminster.
BIRMINGHAM BANKERS—National Provincial Bank of England.
SOLICITOR—Charles H. Edmands, Esq., 1, New Inn, Strand, W.C.
BROKERS—Messrs. Sims and Hill, 3, Bartholomew-lane, Bank, London;
Thomas Morris, Esq., 3, India-buildings, Water-lane, Liverpool;
Messrs. Shore and Kirk, 14, St. Ann's-square, Manchester.
AUDITOR.
Henry Croysdill, Esq., public accountant, 14, Old Jewry Chambers, City, E.C.
SHIPPING AGENTS AND INSURANCE BROKERS.
Messrs. Hughes and Browse, 25, East India Chambers, City.
SECRETARY (pro tem.)—J. Bowing, Esq., C.E.
LONDON DEPOT,—4, PALL MALL WEST, S.W.
BIRMINGHAM,—21, 22, 23, AND 24, ST. MARY'S SQUARE.
CITY OFFICES (PRO TEM.)—32, NEW BROAD STREET, E.C.

COPY OF CERTIFICATE OF PROFITS.

To the Directors of the Breech-Loading Armoury Company (Limited).

GENTLEMEN,—At your request I have examined the specifications, statements of contracts, and other sales, and documents belonging to Messrs. Calisher and Terry, London and Birmingham. Taking these statements, of which I have no doubt, as a basis of calculation, I can have no hesitation in certifying that, including all the various items, a profit of £50 per cent. on the outlay of capital has been realised upon the above-mentioned sales and contracts.

I am, Gentlemen, your obedient servant,
HENRY CROYSDILL, Public Accountant, 14, Old Jewry Chambers.

London, May 6, 1865.

NOTE.—The dividend warrants will be made out to each shareholder on the register at the end of every financial year.

THE BREECH-LOADING ARMOURY COMPANY (LIMITED).

(MESSRS. CALISHER AND TERRY, CONTRACTORS, LONDON AND BIRMINGHAM.)

The detailed prospectus of this company can be had at the offices, 32, New Broad-street, City, or the bankers, brokers, or solicitors. It contains the most ample information, with reports and opinions of the leading journals, on the great superiority of the well-known rifle manufactured solely by this firm, whose patents for England, France, America, Austria, and Belgium, are transferred to this company, together with the goodwill of their extensive business, the manufactories at Birmingham, depôt in London, and the important and costly stock in trade. The firm have already completed extensive contracts with the Home, Foreign, and Colonial Governments, and 35,000 stand of arms have been lately supplied the New Zealand Government. There is also a payment on account of contracts due from Her Majesty's Government to the firm. The works are in full operation, and the orders now in hand are sufficient to keep the company fully employed for a considerably time. The transfer of the business to this company has been effected upon the most advantageous terms; and shareholders come into possession of a tried and highly remunerative concern, free from exorbitant charges, while the profits, which will commence at once, will be large and certain. This company offers the most positive advantages to capitalists as a first-class, lucrative, and permanent investment. The dividends will be paid yearly at the London and Birmingham Banks.

THE BREECH-LOADING ARMOURY COMPANY (LIMITED).

Notice.—APPLICATIONS FOR SHARES in this company must be forwarded to the London and Westminster Bank, Lothbury; Messrs. Hallet, Ommanney, and Co., bankers, Great George-street, Westminster; National Provincial Bank of England, Birmingham; or to the secretary, John Bowing, Esq., C.E., at the offices of the company, 32, New Broad-street, City. A large number of shares have been already subscribed, and the share list will be shorly closed.

COLONIAL BANK.

Subscribed capital £2,000,000
Paid-up capital 500,000

The Court of Directors of the Colonial Bank hereby give notice that, in pursuance of the provisions of the Charter, a HALF-YEARLY GENERAL MEETING of the proprietors will be HELD on WEDNESDAY, the 5th July, 1865, at the London Tavern, Bishopsgate-street, at Two o'clock precisely, to receive the report of the proceedings of the Corporation.

The transfer books of the Corporation will be closed on the 1st July, and re-opened on the 17th July. By order of the Court of Directors,

13, Bishopsgate-street Within, June 12, 1865. C. A. CALVERT, Sec.

MR. D. COHEN—NOTICE OF REMOVAL TO 2, CHURCH COURT, CLEMENT'S LANE, LOMBARD STREET, E.C.—The SHAREHOLDERS in the FOLLOWING MINING COMPANIES will have the goodness to NOTICE the ABOVE ADDRESS:—

SORTRIDGE CONSOLS MINING COMPANY.
PENDEEN CONSOLS MINING COMPANY.
GREAT WHEAL ALFRED MINING COMPANY.

GREAT WHEAL ALFRED MINE.—ALL PERSONS having any CLAIMS against the above mine are REQUESTED to FORWARD PARTICULARS of the same, on or before the 12th day of July next, to the undersigned, in order that they may be examined by the Committee, and, if found correct, discharged, prior to the final liquidation of the affairs of the mine.

By order of the Committee, DAVID COHEN, Sec.
2, Church-court, Clement's-lane, Lombard-street, E.C., June 27, 1865.

THE TALARGOCH MINING COMPANY (LIMITED), DYSERTH, near RHYL.—The Directors of this Company are OPEN to CONTRACT for a TWELVE MONTHS' SUPPLY of COAL for the Mine, commencing from the 1st of August next, to be delivered in trucks by rail at the rate of 150 tons per week.

Tenders, addressed to the Directors at the mine, to be sent in by the 19th of July next, stating price per ton, at the pit, and railway charge from colliery to Prestatyn Station.—Talargoch, near Rhyl, June 26, 1865. WILLIAM SMITH, Sec.

THE PARKFIELD IRON COMPANY (LIMITED).
WORKS ALREADY IN FULL OPREATION.

To be incorporated under the Companies Act, 1862, whereby the liability of each shareholder is strictly limited to the amount for which he actually subscribes.

Capital £400,000, in 16,000 shares of £25 each.

A minimum dividend of 7½ per cent. per annum guaranteed for the first three years.

Deposit £1 per share on application, and £2 per share on allotment.

It is not intended to call up more than £15 per share, in instalments of £3, at intervals of not less than three months.

DIRECTORS.

GEORGE BROCKELBANK, Esq., Greenwich, Director of the Patent Fuel Company.
The Hon. R. HOWE BROWNE, the Crouch Oak, Weybridge.
HENRY DEFFELL, Esq., 21, Mincing-lane, Director of the Chartered Gas Company.
J. C. HARVEY, Esq., Stoke-upon-Trent, Ironmaster.
MICHAEL SEVASTOPULO, Esq. (late Messrs. Zizinia and Co.), 24, Finsbury Circus.
J. E. TIBBS, Esq. (Messrs. J. E. Tibbs and Sons), Adam's-court, Old Broad-street.
JOSEPH H. TILSTON, Esq., 2, Chepstow-place, Bayswater.
(With power to add to their number.)

MANAGING DIRECTOR.

Henry J. Marten, Esq., M.Inst.C.E., Parkfield-house, Wolverhampton.

BANKERS.

London ..... The Agra and Mastermans' Bank (Limited), 35, Nicholas-lane, E.C., and their branches.
Liverpool ..... The Alliance Bank (Limited).
Birmingham .... The Birmingham Banking Company, Bennett's-hill.
Bilston ..... The Staffordshire Joint-Stock Bank (Limited).

BROKERS.

London ..... Joshua S. Moore, Esq., 17, Throgmorton-street.
Liverpool ..... Messrs. G. and T. Irvine, India-buildings.
Manchester ..... Samuel Fernyhough, Esq., 30, Cross-street.
Birmingham ..... John Smith, Esq., Bennett's-hill.
Messrs. Payne and Son, Bennett's-hill.
Wolverhampton ..... John Underhill, Esq., Exchange Chambers.

SOLICITORS—Messrs. Howard, Dollman, and Lowther, 141, Fenchurch-street.
AUDITOR—James Holah, Esq., 62, Moorgate-street.
SECRETARY—John B. Dickinson, Esq.

TEMPORARY OFFICES,—134, FENCHURCH STREET, E.C.

ABRIDGED PROSPECTUS.

This company is formed for the purpose of purshasing—

Firstly.—The estates and extensive ironworks and collieries known as "The Parkfield Collieries and Ironworks, Staffordshire," and

Secondly.—Certain Forges and Rolling Mills contiguous thereto.

The vendors have consented to take a large portion of the purchase money in shares, and for the first three years have guaranteed a minimum nett dividend of 7½ per cent., such dividend being well secured.

The services of the vendors have also been secured by the company for the management of the respective works during the same period.

On a calculation of the average cost of production for the last three years at these works, it is believed that a net profit greatly in excess of that guaranteed will be realised.

The purchase is arranged to be completed on the 24th of July, so that the company will enter immediately upon works in full operation, and will consequently be in receipt of dividends accruing from the day of the subscription of the necessary capital.

A deposit of £1 per share will be required to be paid to the bankers on all applications, and upon allotment a further payment of £2 per share on the number of shares allotted. If no allotment be made the deposits will be returned in full.

Prospectuses and forms of application for shares may be obtained of the bankers, brokers, and solicitors, and at the temporary offices of the company.

RONSALL LEYS MINING COMPANY, DERBYSHIRE.—The Directors of the above-named company are PREPARED to ALLOT FOUR HUNDRED AND FOURTEEN UNAPPROPRIATED SHARES, bearing a PREFERENTIAL DIVIDEND of TWELVE PER CENT. For full particulars, and form of application, apply, on or before the 15th July next, to the Secretary, Mr. Sowe, Solicitor, Wirksworth, Derbyshire.—Wirksworth, June 19, 1865.

TRELECH MINES COMPANY (LIMITED).

Incorporated under the Companies Act, 1862.
Capital £10,000, in 500 shares of £20 each.
Deposit £1 per share on application, and £4 on allotment.
Future calls, at intervals of not less than three months, not to exceed £5 per share.
A large number of shares have already been subscribed for, and the subscription list will be closed upon the 8th of July proximo.

DIRECTORS.

EUGENE COLLINS, Esq., CHAIRMAN, 42, Kensington-park-gardens, London, W.
WILLIAM ADAMS, Esq., merchant, 9, Gracechurch-street, London, E.C.
JOHN T. KING, Esq. (Messrs. John King and Co.), 63, Queen-street, Cheapside, E.C.
ROBERT McCONNELL, Esq., merchant, Liverpool (Chairman of the Maudiin Mines).
CHARLES RULE, Esq., 14, Alexander-square, Brompton (late of Mexico, Director of the El Chico and Laguna Silver Mines).

BANKERS—Bank of London, Threadneedle-street, E.C.
SOLICITOR—Richard Chandler, Esq., 2, Bucklesbury, E.C.
AUDITOR—E. Erskine Scott, Esq. (public accountant), No. 1, Basinghall-street, E.C.
SECRETARY—George H. Cardozo, Esq.

OFFICES,—No. 15, NEW BROAD STREET, E.C.

PROSPECTUS.

This company has been formed and duly registered with limited liability under the Companies Act, 1862, and, not having any registered articles, will be regulated by the provisions of Table A of that Act.

The object of the company is to develope a mineral property which has at different times yielded large quantities of lead ores of very superior character, but which is at present lying almost idle for want of adequate capital to work it.

The property is situated in Carmarthenshire, and is held under two leases, of which 23 years and 15 years respectively are unexpired. There is a royalty of 1-15th and a rent of £20 per year for the use of the watercourse. In the leases are included substantial buildings and manager's residence.

There are five known lodes upon the property, one of which only has been partially explored, and from which over £10,000 worth of lead ore has been taken out; the other lodes are parallel to the one wrought upon, and can be worked by means of the shaft and levels already extended, thus saving a large amount of expenditure.

The property has been inspected by Evan Hopkins, Esq.; Captain Vivian, late of the Parys Mines, Anglesea; Capt. Waters, of the Vale of Towy Mine, and Capt. Sanders, of the Trelech Mine; and it is their opinion that the judicious outlay of the capital named will prove these parallel lodes, open up a very valuable mine, and return large profits to the shareholders.

Some notion of the productivenes of Welsh lead mines may be formed from the fact, that out of the many prosperous mines eleven now quoted in the *Mining Journal* have alone paid dividends to the shareholders of over £52,000 each, upon an average outlay of about £18,000. Several of these mines have required large outlay for steam machinery.

A considerable sum of money has already been laid out on the mine in the erection of buildings and machinery; the whole of the latter is driven by water-power. There is sufficient water-power to prove the mine to the fullest extent, so that the expensive application of steam is rendered altogether unnecessary, and a great saving of cost will consequently be effected.

The mine is provided with most efficient machinery, &c., consisting of water-wheels, pumps, crushing-mill, agent's house, &c., dressing-floors, and leats; the whole of which, together with the beneficial interest in the leases, will be transferred to the company for £3400, and the present proprietors have undertaken to subscribe for £1000 worth of shares.

Immediate possession of the property will be given to the company, and no time will be lost in opening up new ground under the superintendence of persons of great mining experience.

Arrangements have been made that the London expenses shall not exceed £6 6s. per month until the mines commence to pay dividends, thus leaving nearly the whole of the capital for the development of the property.

Prospectuses of the company, reports on the property, samples of the lead, and all other information may be obtained at the offices of the company, 15, New Broad-street.

Applications for shares must be accompanied by a deposit of £1 per share, and may be made to the bankers, or to the secretary, at the offices of the company; but no application will be received after Saturday, the 8th July proximo.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Trelech Mines Company (Limited).

GENTLEMEN,—Having paid to your credit with the Bank of London the sum of £ , being £1 per share deposit, I hereby request you will allot me shares in the Trelech Mines Company (Limited), and I hereby agree to accept such shares, or any less number that may be allotted to me, and to pay £4 per share on allotment, and to sign the Articles of Association of the company when required.

Name in full.....
Date..... Address in full.....

In Chancery.

TO BE SOLD, pursuant to an order of the High Court of Chancery made in the matter of the estate of Thomas Hinde, late of Whitehaven, in the county of Cumberland, sail maker, deceased, and the Cause of Hinde v. Thompson, with the approbation of his Honour the Vice-Chancellor Stuart, to whose Court the above matter and Cause are attached, by Mr. KITCHEN, the person appointed by the said Judge, at the Black Lion Hotel, Whitehaven, on the 26th of July, 1865, at Three o'clock in the afternoon, in Four Lots,

LOT 1.—FREEHOLD FARMS, LANDS, BUILDINGS, COTTAGE, and PREMISES, called GREENSPOT and BLACKLANDS, in the parish of ARLECDON, in the county of CUMBERLAND, containing 103 A. 2 R. 10 P. of land, the farms, buildings, and lands being demised to Thomas Trohear for seven years, from the 2d Feb., 1862, at the annual rent of £100; and the cottage to James Renkin, at the annual rental of £9.

LOT 2.—A FREEHOLD PUBLIC HOUSE, OUTBUILDINGS, and CLOSE of LAND, called STUDFOLD, in the parish of DISLINGTON, in the said county, containing 16 A. 3 R. 3 P. of land, let to Thomas Smith, at the annual rental of £18.

LOT 3.—MINES and MINERALS under 94 A. 0 R. 38 P. of the above-named farms, called GREENSPOT and BLACKLANDS, demised to George Gray and others for 14 years, from the 23d May, 1860, at the dead rent of £40 per annum, and the royalty rents of 8d. per ton for round and 4d. per ton for small coals.

LOT 4.—FREEHOLD DWELLING-HOUSE and WAREHOUSE on the WEST STRAND, WHITEHAVEN, parts of the warehouse being let from week to week to Joseph Rothery, and other part to Capt. Collier.

Printed particulars and conditions of sale, with a plan of the property, may be had gratis in London of Messrs. CHESTER and URQUHART, No. 10, Staple Inn; Messrs. HELDER and KIRKBANK, 10, Gray's Inn-square; and Mr. JOHN LETTS the Younger, of 8, Bartlett's-buildings; and in the country of Mr. A. C. KENT, solicitor, Liverpool; Messrs. HODGKIN and MCKELVIE, solicitors, Whitehaven; and Mr. JOHN HOWARD BAKER, solicitor, Birmingham.

ALFRED HALL, Chief Clerk.
CHESTER AND URQUHART, Staple Inn
(Agents for Mr. A. C. Kent, of Liverpool, Plaintiff's Solicitor).

SOUTH AUSTRALIA.—THE VALUABLE FREEHOLD MINERAL ESTATE, KNOWN AS THE NORTH RHINE MINE, COMPRISING THREE HUNDRED AND SIXTY-SIX ACRES, SITUATE NEAR ADELAIDE.

MESSRS. DEBENHAM, TEWSON, and FARMER have received instructions from the Liquidators of the NORTH RHINE COPPER MINING COMPANY (LIMITED) to SELL, BY AUCTION, at the Guildhall Coffee House, London, on Tuesday next, July 4, at One O'clock punctually, the VALUBLE FREEHOLD PROPERTY, known as the North Rhine Mine Sections, situate in the Hundred of North Rhine, near Adelaide, in the colony of South Australia, and comprising 366 statute acres, or thereabouts.

The situation of the mine is very favourable for working and the conveyance of ore, the distance from Gawlertown being only 16 miles, and thence by rail to Port Adelaide 25 miles; the cost of the entire carriage to the latter port is 20s. per ton, and the freight to this country 20s. more. Abundance of local timber for smelting purposes is easily obtainable. The valuable machinery and effects will be included in the sale.

Particulars (now ready) of Messrs. PATTISON and WIGG, solicitors, 50, Lombard-street, and of Messrs. DEBENHAM, TEWSON, and FARMER, auctioneers and estate agents, No. 80, Cheapside.

TO CAPITALISTS, MINING SPECULATORS, AND OTHERS, SEEKING FOR SAFE AND PROFITABLE INVESTMENTS.

MR. BELL has been favoured with instructions from the liquidators to SELL, BY AUCTION, on Thursday, the 13th day of July, 1865, at Eleven o'clock in the forenoon, at COED CYNRIC MINE, in the parish of LLANFERRAS, in the county of DENBIGH, and about two miles from the market town of Mold, in the county of Flint (subject to such conditions as shall be then and there produced), all the LEASEHOLD ESTATE and INTEREST of the COED CYNRIC SILVER-LEAD MINE COMPANY of and in the said Mine.

This Mine is held at the low royalty of 1-15th, and lies between the Cathole and Gwern-y-mynydd Vein on the north side, and the celebrated Maesbafn Vein on the south side, about half a mile from each, and in precisely the same stratification of carboniferous limestone rocks. The last two named veins have realised to their proprietors not less than £100,000 each. This Mine, in a similar manner to the other veins, has also in the upper stratum realised a very considerable profit.

For further information apply to RICHARD HARRISON, Esq., solicitor, Holywell; T. KELLY, Esq., solicitor, Mold; and Mr. BELL, the auctioneer, Holywell.

DENBIGHSHIRE.

IMPORTANT SALE AT COED CYNRIC MINE, in the Parish of LLANFERRAS, in the County of DENBIGH, and about two miles from the Market Town of Mold.

MR. BELL has the satisfaction to announce that he has been retained by the liquidators to OFFER FOR SALE, BY PUBLIC COMPETITION, on Thursday, July 13, 1865, at Twelve o'clock at noon, on the premises above described, all the VALUABLE MACHINERY and other MISCELLANEOUS EFFECTS appertaining to the said Mine, comprising an excellent 36-in. expansive condensing STEAM PUMPING ENGINE, on the Cornish principle, steam and feed pipes, cataracts, condenser, &c., in complete working order, 8 feet stroke in cylinder and 7 feet in shaft; STEAM BOILER, 30 feet long and 6 feet diameter, with hemispheric ends; fire-door, bars, and damper, complete; boiler connections; capstan and sheers; about 150 yards of 9-inch rope; upwards of 100 yards of 10-inch main pitch-pine rods; hammered iron strapping plates, bolts, and nuts; about 120 yards of 10-inch pumps; plunger bottom, consisting of pole stuffing-box and gland case; clack piece, H-piece, and windbore; also clack piece, windbore, and working barrel for drawing-lift; rings and bolts; balance bob (9 ft.), box, frame, pedestals, and connections; extra wood angle-bob, fixed to main beam, frame, pulleys, and connections with woodwork; 200 yards of 5½ and 6¼ inch pine rods, wrought-iron strapping-plates, bolts, and nuts; fixed guide pulleys and frames; wrought-iron V bob, pulleys, guide, and connections; small capstan and sheers, with rope, balance bob, and connections; 120 yards of 7 inch pumps, with working parts for drawing and plunger lifts, rings, bolts, and nuts; 74 yards of 6 inch main rods, strapping plates, bolts, and nuts; strong crab winch and geared triangle; ladders, dividings, bearers, and timber from whim shafts; duck machine and fan; kibbles and knocker lines; two horse whimseys, ropes, pithead, and pulleys, complete; weighing machine up to 8 tons; screw stocks; boring frame; grindstone; bell in wood frame; wood sawpit and bench; wheelbarrows; quantity of cast and wrought scrap-iron; dressing tools; air pipes; smith's anvil, bellows, vice, taps, dies, and the usual other smith's tools; quantity of bar iron; chests, and sundry other materials; eight-day clock; office desk, stool, chairs, cupboards, drawing table, and numerous other articles in and upon the said premises, the whole of which will be more fully described in catalogues, which may be obtained from Mr. BELL, the auctioneer, Well-street, Holywell, and at the principal inns in Holywell, Flint, and Mold.

The engine and all other the machinery before mentioned are in excellent condition, and of the most approved and latest construction.

FLINTSHIRE.

VALUABLE FREEHOLD ESTATE, COMPREHENDING THE TRIMLEY HALL FARM, GROUND RENT, WATER CORN MILL AND PLANT, LIME ROCKS, MINES OF LEAD, AND OTHER ORES, &c., SITUATED IN THE TOWNSHIP OF UCHYMYNYDD UCHA, NEAR TO TRYDDYN.

MESSRS. CHURTON AND ELPHICK have the honour to announce that they have received instructions from the Trustees for Sale, to SELL, BY AUCTION, on Saturday, July 22, 1865, at Twelve for One o'clock in the afternoon most punctually, at the Queen's Hotel, adjoining the Chester Railway Station, Chester, in the following or such other lots, and in such order as may be determined upon at the time of sale, and subject to such conditions as shall then be produced, the undermentioned EXTREMELY VALUABLE ESTATE—viz.:

LOT 1.—All that most substantially erected and very commodious FARM HOUSE, called "Trimley Hall," with the large range of outbuildings, yards, gardens, and plantations, land, and appurtenances, containing in the whole about 81A. 3R. 10P., or thereabouts, situated in the township of Uchymynydd Ucha, in the parish of Hope, in the occupation of Mrs. Taylor, as tenant from year to year. There is a good lime kiln on this lot.

LOT 2.—All those highly important LIME ROCKS, with all the rights, privileges, and appurtenances belonging thereto.

LOT 3.—All those extremely valuable MINES of LEAD, and other ores, in and under the same land. These mines have been let at a dead rental of £50 per annum, to be refunded out of the royalty of 1-10th of the produce. There is a power for the vendor, his heirs and assigns, to re-enter in case the lessees do not keep four miners constantly at work on the premises. The lessees have partially explored the mines, erected buildings, and put down a steam-engine. Lead has been found, and it is confidently expected that if the mines were vigorously worked a large royalty may be obtained. The dead rent only hitherto has been paid.

The above three lots form a good and compact farm. A strong stream of water forms the south-easterly boundary, and is of great value to the estate. The turnpike-road from Tryddyn to Wrexham (via the Holly Bush) also passes the estate, and it is in contemplation to continue the branch from the Chester and Mold Railway, which is already within 200 yards from the Ffrith Bridge, through the lower part of the property, thus rendering it very easy of access. Other railway accommodation is also projected.

LOT 4.—All that yearly ground rent of £6 per annum, arising out of all that old-established and well-accustomed WATER CORN MILL, with all its plant, land, and appurtenances thereunto belonging, containing one statute acre, or thereabouts, and called or known by the name of the "Ffrith Mill," leased to Messrs. Lewis, for a term originally 60 years, and ending the 29th day of September, 1903. Also the Reversion of the same Mill, Land, and Premises, to take effect in possession on the said 29th day of September, 1903, or other sooner determination of the said term.

N.B.—The above property is situated about two miles from the Holly Bush, five miles from each of the railway stations at Wrexham, Rossett, and Hope, six miles from Mold, and about twelve miles from Chester.

The tenant, Mrs. Taylor, will kindly appoint a person to show the property.

Any further particulars may be had from Messrs. WITHINGTON and PETTY, solicitors, Manchester; from PETER PARRY, Esq., Mold; or from the Auctioneers, Chester.

IMPORTANT SALE OF MINE, MACHINERY, AND MATERIALS.

WHEAL ARTHUR, CALSTOCK.—This VALUABLE PROPERTY is OFFERED FOR IMMEDIATE SALE, in One Lot, BY PRIVATE CONTRACT, viz.:—A 60 in. cylinder PUMPING ENGINE, equal to new, with TWO 10 ton BOILERS, made by Harvey and Co.; 120 fms. 11, 12, and 13 in. pitwork; 90 fms. 13 in. main rods and connections; 70 fms. 10 in. ditto; 2 excellent capstans, with sheers 60 ft.; 2 excellent balance-bobs and connections; 50 fms. 3 in. best iron flat-rods, pulleys, &c.; TWO nearly new WATER WHEELS, 36 ft. by 3 ft.; DRAWING MACHINE and crusher complete, by Harvey and Co.; 12 heads of stamps, &c.; railroad iron, wagons, ladders, &c.; 300 fms. 9-16ths best chain, Harvey and Co.; 120 fms. 12 in. capstan rope, Chubb and Co.; dressing-floor, sheds, tables, &c., smiths' tools, bellows, anvils, vices, crane, iron, steel, and numerous other articles, all in excellent condition.

The mine presents good prospects of becoming as productive as ever upon further prosecution in depth, which can be done for less than £200 per month, the water charge being very trifling. The Duchy dues are at present 1-30th; the carriage to quay, 2s. per ton.

Further particulars may be obtained of the secretary, Mr. J. H. MURCHISON, 8, Austinfriars, London; or of the purser, Mr. WM. WATSON, 27, Athenæum-street, Plymouth.

TO BE DISPOSED OF, in CARDIGANSHIRE, a RICH SILVER-LEAD MINE. The workings have only been opened to a depth of 18 fms., and for a few fathoms along the lode at the bottom, which have produced much ore, a few tons of which are now ready for sale at the mine. It lies in the same line of lode, and between two large mines, one very rich and profitable for lead, and the other lead ore extremely rich in silver.—Information may be obtained, and samples seen, at the office of Mr. MATTHEW FRANCIS, 75, Old Broad-street, London, E.C.

MERIONETHSHIRE MINING SETTS FOR SALE—IRON SLATE, AND MANGANESE.—Or shares in either of the above, situate near railways. The iron and manganese of rich quality, and abundant at surface. The slate setts near prosperous quarries.—Address letters Mr. G. E. PETERS, Dolgelly.

TO THE LIME AND IRON ORE TRADE, &c.

TO BE LET, and entered upon immediately, some most VALUABLE and INEXHAUSTIBLE LIME ROCKS and FLUXING STONE, not to be surpassed in North Wales, with a railway (nearly completed) running at the base thereof, offering such facilities for working and burning lime, with cheap transit to the best markets, as are seldom to be met with; coals also being within easy reach, and cheap. Some beds of this limestone are likewise most valuable for chemical purposes.

Also, TO BE LET, on the same property, some RICH RED HEMATITE IRON ORE, which has the advantage of the same railway, and offers equal facilities for working. And a VALUABLE BED of BRICK CLAY.

Applications to be made to Mr. F. W. SMITH, Land and Estate Agent, and General Receiver, Castle-street, Ruthin, North Wales.—June 23, 1865.

TO BE LET, with immediate possession, the SMALLACOMBE TIN MINE situated in the parish of ILSINGTON, DEVON. There is a splendid ENGINE, WATER WHEEL, STAMPS, &c., which can be taken at a valuation. For further particulars apply to ALFRED LYON, Esq., Bagtor House, Ilsington, near Newton Abbot.

LEAD MINES TO LET, IN SCOTLAND.—TO BE LET, for such a number of years as may be agreed on, the lead mines at STRUY, in INVERNESS-SHIRE, SCOTLAND, belonging to the Lord Lovat. The mines are situated about twelve miles from Beanly Railway station, and where there is also a shipping port.—For further particulars, application may be made to CAMERONIAN BRADLEY, Esq., Prior House, Richmond, Yorkshire: or to JOHN PETER, factor for Lord Lovat, at Beanly, N.B.—Factor's Office, Beanly, N.B., June 21, 1865.

HORIZONTAL ENGINES FOR SALE, at very low prices.—One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders, 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place Laurence Pountney-hill Cannon-street E.C.

FOR SALE, the RIGHT to the PATENT of a VALUABLE IMPROVEMENT in VALVES and BUCKETS for PUMPS, and in VALVES or COCKS for OTHER USES.—For particulars, apply to Mr. W. T. RAWLE, patent and mining agent, 39, Budge-street, Bristol.

SUPERIOR HEMATITE SCREENED PUDDLING ORE.—THE DALTON MINING COMPANY are NOW OPEN to RECEIVE ADDITIONAL ORDERS for DRY SCREENED PUDDLING ORE, which is freed from large grains, and admits of being mixed with a large percentage of water to fit it for use.—Address, DENNY BROTHERS and Co., Ulverston.

ASSAYS AND ANALYSES.—MR. JOSEPH GREEN, for the past 14 years professional assayer to the Chester Goldsmiths' Company, UNDERTAKES the ASSAYING and ANALYSIS of EVERY DESCRIPTION of MINERAL.—Assay Office, Chester.

TO SLATE QUARRY PROPRIETORS AND OTHERS.—W. P. DAVIS, having had MANY YEARS' PRACTICAL EXPERIENCE in SLATE QUARRIES, is PREPARED to INSPECT and FAITHFULLY REPORT THEREON.—Address, Mr. W. P. DAVIS, MINING JOURNAL office, 26, Fleet-street, London, E.C.

MR. D. STICKLAND, M.E., having had upwards of 40 years' mining experience in Cornwall, several years of which he has had the entire management of mines therein, enables him to GIVE GOOD ADVICE thereon.

MINES INSPECTED and faithfully REPORTED ON. DEALER in MINING, RAILWAY, and OTHER SHARES.

His monthly Circular forwarded on receipt of six postage stamps.
Criddis Mine, St. Issey, Padstow, Cornwall.

MR. WALTER TREGELLAS, 3, CROWN COURT, THREADNEEDLE STREET, LONDON, E.C., continues to deal at close market prices in all good sound dividend and progressive mines.

Mr. TREGELLAS has BUSINESS in any number of Santa Barbara and North Shepherds shares.

MR. J. P. ENDEAN, STOCK AND SHAREBROKER, 1, CROWN COURT, OLD BROAD STREET LONDON, E.C.

Having had 25 years' experience in the mining districts of Devon and Cornwall, and three in the London market, with daily information of important changes from qualified agents, also the most authentic reports relating to other investments, he is in a position to afford the earliest information to his clients, and to direct capitalists whether to buy or sell in mines, railways, or other securities.

Investors should apply to him for reliable information relative to the Chiverton Mine also the Camborne and Illogan districts.

A carefully selected list of sound progressive and dividend shares (certain to give a large percentage immediately) forwarded on receipt of 5s. in stamps.

Orders and telegrams receive immediate attention.

MR. CHARLES BAWDEN, MINE AGENT, ST. DAY, SCORRIER, CORNWALL, from recent inspections, is in a position to advise what mines to invest in, and what to avoid, two of which he will guarantee all loss for one-half the profits for the next six months. Terms for inspection and report, £3 3s. per day.

ROBERT LIBBY AND SON, MINE SHAREDEALERS, &c. CAMBORNE, CORNWALL,

Recommend the following mines for good and sound investment, and must ere long have a great rise:—

East Lovell.	Wheal Grylls.	North Dolcoath.
Crane.	Rosewarne United.	Trannack.
East Rosewarne.	Tolvadden.	New Lovell.

N.B.—Parties wishing information as to either one of the above mines can obtain it by applying to R. LIBBY and SON.

CAPT. C. WILLIAMS, TYN-Y-WERN, TALIESIN, via SHREWSBURY, has had upwards of 20 years' practical experience in mining, during which time he had the entire management of several English and Welsh mines. Residing in the centre of the CARDIGANSHIRE MINING DISTRICT, and in close proximity to those of MERIONETHSHIRE and MONTGOMERYSHIRE, he OFFERS HIS SERVICES to SURVEY and REPORT UPON ANY MINE.

CAPT. CHARLES WILLIAMS is at all times in a POSITION to FURNISH CAPITALISTS with RELIABLE INFORMATION respecting MINING in NORTH and SOUTH WALES, in which they should embark or avoid. C. WILLIAMS has prepared a list of most of the mines that are likely to pay, and can name two or three that will turn out a great prize.

Tyn-y-Wern, Taliesin, via Shrewsbury, April 18, 1865.

MINING OFFICES, MANCHESTER.

THOMAS MOLYNEUX AND CO., MINE AGENTS, SHAREBROKERS, AND GENERAL COMMISSION AGENTS. Reliable information can be obtained as to purchase and sale of shares.

Office of the Hazel Grove Silver-Lead Mining Company (Limited), Flintshire. Prospectuses, reports, &c., of this valuable property may be had on application to No. 28, Princess-street, Manchester.

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MR. W. HANNAM, MINING, SLATE QUARRYING, INSURANCE, AND GENERAL SHAREBROKER,
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INSTANTANEOUS COMMUNICATION with the STOCK and MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to ascertain prices.

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NORTH OF ENGLAND MINING AND ENGINEERING OFFICES, MANCHESTER.

MESSRS. HARVEY AND CO., MINING ENGINEERS, AGENTS, AND SHAREDEALERS, CLARENCE CHAMBERS, MANCHESTER, are at all times in a position to deal in all the market Dividend and Progressive Mine shares, and also to advise on all mining matters, being practically acquainted with the business, and having a daily communication from the mining districts of Devon and Cornwall.

Messrs. HARVEY and Co. publish a monthly "Mining Circular," containing a valuable summary of mining information. Forwarded gratis on application.

The Circular for June will contain special reports on Wheal Buller, East Jane, South Wheal Frances, and North Downs.

Bankers: The Consolidated, Manchester; and the Alliance, Lothbury, London.

BARRETT AND CO., 9, SPRING GARDENS, CHARING CROSS, STOCK, SHARE, AND FINANCE BROKERS, transact business of every kind in British, Foreign, and Colonial Stock, Shares, Bonds, Docks, Debentures, Mines, Miscellaneous Investments, including American Government Securities, Confederate States Securities, Spanish, Mexican, and other stocks, and are in direct communication with the powerful bankers and brokers in all European towns and cities, in the Federal and Confederate States, and in the Canadas. The earliest and most accurate information received on monetary matters. Investment Circular gratis.

9, Spring-gardens, S.W., March 4, 1865.

FOUR DEBENTURE RAILWAY BONDS (£500 each, three years to run), FOR SALE, to pay Ten per cent. per annum: secured on a first-class line.—Particulars of Messrs. BARRETT and Co., 9, Spring-gardens, Charing-cross, London.

GOVERNMENT SECURITIES, JOINT-STOCK BANKS, RAILWAY DEBENTURES AND BONDS, COLONIAL SECURITIES, FOREIGN BONDS, AND BRITISH MINES.—MESSRS. TREDINNICK AND CO., of 78, LOMBARD STREET, LONDON, E.C., may be consulted confidentially as to the eligibility of all *bond fide* investments. A selected list forwarded on application.

MESSRS. TREDINNICK AND CO., STOCK AND SHAREBROKERS, AND DEALERS IN BRITISH MINING SHARES, 78, LOMBARD STREET, LONDON.

"THE CITY HIVE."—"Where the Bee sucks there lurk I." A Journal of Commerce, Banking, and Mining. Price 1d.

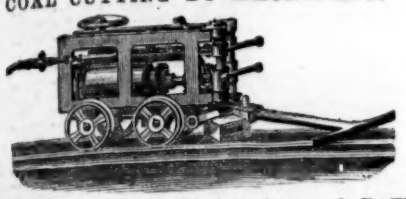
MR. BRENTON SYMONS INSPECTS and REPORTS on ANY MINERAL PROPERTY. In all cases where procurable a plan will accompany his report.—18, Hatton-garden, E.C.

COAL CUTTING MACHINERY.—

The WEST ARDSLEY COMPANY having, by recently patented improvements, perfected their coal cutting machinery, worked by compressed air, are NOW READY to MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES. The results of twelve months' experience in the working of these machines, by the West Ardsley Company, have proved most satisfactory, their use being found to CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE. All communications to be made to Messrs. FIRTH, DONISTHORPE, and BOWER, No. 8, Britannia-street, Leeds. 117

NOTICE.—The WEST ARDSLEY COMPANY, having reason to believe that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may MAKE FOR SALE, or USE ANY MACHINERY in the construction of which any such INFRINGEMENT is MADE.

COAL CUTTING BY MACHINERY.



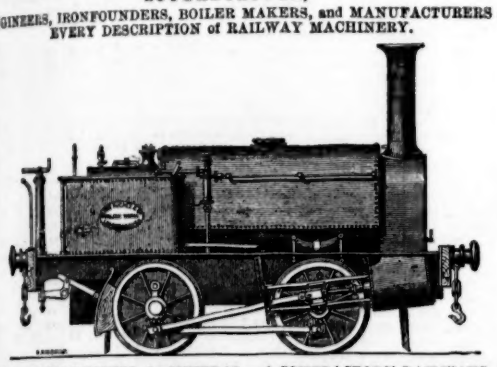
MESSRS. RIDLEY AND CO. have, by recently PATENTED IMPROVEMENTS, COMPLETED their TRUNK COAL CUTTING MACHINE, WORKED by COMPRESSED AIR, and are NOW PREPARED to NEGOCIATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY of WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.

All applications to be made to Messrs. RIDLEY and Co., No. 11, South-street, Finsbury, London, E.C.; or Mr. PERCY BANKART, agent, 9, Clement's-lane, E.C.

*** COLLIERY PROPRIETORS are CAUTIONED against PURCHASING or USING MACHINES, the construction of which will constitute an INFRINGEMENT of the ABOVE PATENT. 116

HENRY HUGHES AND CO., FALCON RAILWAY PLANT WORKS, LOUGHBOROUGH,

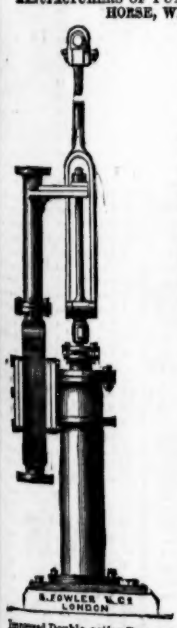
ENGINEERS, IRONFOUNDERS, BOILER MAKERS, and MANUFACTURERS of EVERY DESCRIPTION of RAILWAY MACHINERY.



LOCOMOTIVE ENGINES, for MINERAL and CONTRACTORS' RAILWAYS, of the best materials and workmanship, always in progress. These engines are designed to supply the chief requisites in tank locomotives—viz., reduction of the overhanging weight at the fire-box end, proper distribution of the weight upon the wheels, and keeping the centre of gravity low. These are accomplished by making the fire-box and its shell on an improved principle, which enables the driving axle to be placed further back without interfering with the eccentrics and valve gear, which are of the usual simple description. 119

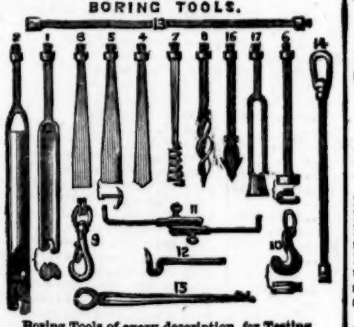
CLINTON AND OWENS (LATE B. FOWLER AND CO.),

WHITEFRIARS STREET, FLEET STREET, LONDON, E.C.,
HYDRAULIC AND GENERAL ENGINEERS,
MANUFACTURERS OF PUMPS OF EVERY DESCRIPTION FOR HAND, HORSE, WATER, OR STEAM POWER.

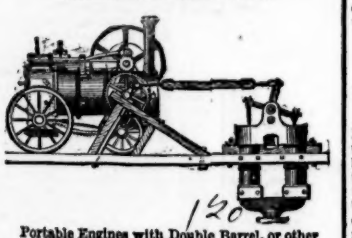


Improved Double-action Pumps.

BORING TOOLS.



Boring Tools of every description, for Testing Ground and for Artesian Wells.



Portable Engines with Double Barrel, or other Pumps, on Hire or Purchase. 120

Full information, Drawings, Price Lists, &c., relating to the above, and to Hydraulic Machinery of all descriptions—Crabs, Pulleys, Blocks, and Hoisting Tackle of superior manufacture—may be had on application.

THE PRACTICAL MECHANICS' JOURNAL for July (Part 4, Third Series, price 1s.), with plate engraving of the "Engines of the Screw Hopper Barges for the Suez Canal," and 40 wood engravings. Original Articles on Recent Improvements in Tunnelling; the Choice of Materials for the Thames Embankment; the Sheffield Reservoir Accident; Blackwell's Aneroid Barometer; the Atlantic Telegraph Cable; Ancient Mortars; Casting Cylinders for Bridge Piers; Parnacott's Saw Sharpening Machine. Recent Patents: Signal Bells, Baudet; Floating Shears, Stoney; Centrifugal Machinery, Gwynne; Railway Carriages, Farrel. Law Report, Reviews of Books, Correspondence, Scientific Societies, Monthly Notes, Marine Memoranda, List of Patents, &c.—London: Longmans, Paternoster-row; Editors' Offices (Offices for Patents), 47, Lincoln's Inn-fields. 127

THE HARDWARE WEEKLY MESSENGER.

CHARLES RYLAND AND SONS' IRON TRADE CIRCULAR AND HARDWARE WEEKLY MESSENGER.

The "Iron Trade Circular" is eminently the business journal of the mining districts and the manufacturers and wholesale dealers in iron. Its information is authentic, unbiassed, and complete, comprising not only the business news of the South and North Staffordshire district, but generally of the entire mining and manufacturing districts of the United Kingdom. It is now proposed to add a collection of special and general information in the interests of the Hardware Trades of Birmingham, Sheffield, and London, to be comprised in a department of the "Iron Trade Circular," under the head of "The Hardware Weekly Messenger." Subscription:—

One year (post free)	£2 2 0
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Advertisements and orders to be addressed Union-passage Birmingham.
CHARLES RYLAND AND SONS, Iron and Metal Brokers. 122

THE STOCKTON AND HARTLEPOOL MERCURY AND MIDDLESBOROUGH NEWS (published at Hartlepool) is eminently the organ of the Coal, Iron, and Iron Ship-building Trades in the extensive Mining and Maratime District of South Durham and Cleveland, with which it has been closely identified since its origin. The "Mercury" was for years the only newspaper published in South Durham and Cleveland, and is yet the only one published more than once a week. Advertisements to be forwarded to the publisher, Mr. JOHN H. BELL, Southgate, Hartlepool.

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764).
Published every Saturday, price 2d., or quarterly 2s. 2d.
THE DAILY CHRONICLE AND NORTHERN COUNTIES ADVERTISER,
Published every morning, price 1d.
Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 196, High-street, Sunderland. 124

NICHOLLS, WILLIAMS, AND CO., ENGINEERS,

BEDFORD IRONWORKS, TAVISTOCK.

MANUFACTURERS of STEAM ENGINES of EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS of EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS of ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK of EVERY DESCRIPTION.

ALL ORDERS for ABROAD RECEIVE their BEST ATTENTION. NICHOLLS, WILLIAMS, and Co. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices. 146

PATENT FLEXIBLE TUBING, AND BRATTICE CLOTH FOR MINES,

MANUFACTURED BY
ELLIS LEVER,
PATENTEE,
WEST GORTON WORKS, MANCHESTER. 126

WILLIAM FOX AND SON, 3 and 4, THE ALBANY,

OLD HALL STREET, SOLE AGENTS in LIVERPOOL for the FOLLOWING MAKERS of IRON:—

DAWES AND SON.	PLANT AND FISHER.
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MARSHALL AND MILLS.	DANIEL ROSE.

Every description of iron always on sale; also tin-plates, wire, &c. 127

TAVISTOCK IRONWORKS AND STEEL ORDNANCE COMPANY (LIMITED).

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ENGINEERS, IRON AND BRASS FOUNDERS,
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STEAM ENGINES, BOILERS, AND MACHINERY OF ALL KINDS.
CHAINS, SHOVELS, EDGE TOOLS, AND EVERY DESCRIPTION OF CAST AND HAMMERED IRON FOR MINING, MANUFACTURING, RAILWAY, OR AGRICULTURAL PURPOSES.
Machinery sent to all parts of the world.
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ESTABLISHED 1847.
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MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
Passenger carriages and wagons built, either for cash or for payment over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER. 129

THE BEVERLEY IRON AND WAGON COMPANY (LIMITED).

MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, WROUGHT and CAST IRON CARRIAGE and WAGON WHEELS, AXLES, HAMMERED USES, and HEAVY SMITHS' WORK for ENGINEERS, &c. BRASS and IRON FOUNDERS. MAKERS of PORTABLE FARM RAILWAYS, TURNTABLES, CROSSINGS, SWITCHES, &c. AGRICULTURAL MACHINISTS. MANUFACTURERS of FIELD, ROAD, and BARN IMPLEMENTS, PATENT LORRY, CART, and CARRIAGE WHEELS, with WOOD or IRON NAVES. REAPING MACHINES, CLOD CRUSHERS, CORN MILLS, &c. SAW MILL PROPRIETORS. GENERAL TIMBER CONVERTERS for HOME and FOREIGN RAILWAYS, STATIONS, BARRACKS, EXHIBITIONS, &c.
IRONWORKS, BEVERLEY, YORKSHIRE.
JAMES DEWHIRST, &c. 130

THE BIRMINGHAM WAGON COMPANY (LIMITED)

MANUFACTURE RAILWAY WAGONS of EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, &c.
OFFICES,—3, NEWHALL STREET, BIRMINGHAM. 131

LOCOMOTIVE, PORTABLE, and FIXED HORIZONTAL

STEAM ENGINES, all sizes up to 24 in. cylinder, PUMPING and WINDING GEAR, MORTAR MILLS, SAW BENCHES, PORTABLE CRANES, &c., FOR SALE or HIRE.
ISAAC W. BOULTON, ASHTON-UNDER-LYNE. 132

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—

REFINED METALLIC NICKEL.	OXIDE OF COBALT. [WIRE, &c.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET,

NICKEL AND COBALT ORES PURCHASED. 133

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX, AND CHEMICAL WORKS,

NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.
JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER.
Reference.—Professor Miller, King's College, London. 134

PATENT CONCRETE STONE (RANSOME'S PATENT).

Which for STRENGTH, DURABILITY, CHEAPNESS, SHARPNESS of OUTLINE, BEAUTY of APPEARANCE, and above all for its PERFECT RESEMBLANCE to NATURAL STONE, stands unrivalled, and being MADE WITHOUT BURNING is free from all liability to shrinkage or distortion. It surpasses all other material in its applicability to every description of ARCHITECTURAL EMBELLISHMENTS, and especially for CAPITALS, CORNICES, WINDOW DRESSINGS, trusses, balustrades, gate piers, terminals, &c., as well as for fountains, vases, jardinets, statues, flower boxes, and edgings for garden borders; also for monuments, tombs, and all kinds of cemetery requirements.

Licenses granted for the manufacture of this remarkable material, and agents appointed in any part of the United Kingdom.

References given to works already executed, and to several engineers and architects of the highest eminence by whom it has been applied, also to existing licensees whose works are in full operation in different parts of the kingdom.

Specimens and illustrations furnished upon application at the offices of the
PATENT CONCRETE STONE COMPANY (LIMITED), 2, QUEEN STREET PLACE, SOUTHWARK BRIDGE, E.C. 135

HYDRAULIC LIME AND ROMAN CEMENT,

MANUFACTURED by LLOYD JONES AND CO., HALKIN WORKS HOLYWELL, FLINTSHIRE. The Halkin Hydraulic Lime is the same as used in the construction of the Liverpool Docks, Manchester, and various Waterworks, Collieries, and Mines throughout the country, being so long celebrated for its strong cementitious and connecting powers for masonry in water. Can be supplied by rail or water to any part of the kingdom, either in lump (loose) or ground, and in barrels or bags. The Limestone can be had in full cargoes, also their cement in barrels, which is of a very superior quality, and warranted pure. Orders to be accompanied by a banker's reference.—Apply at the Works, or to E. and W. AARON, agents, 66, South John-street, Liverpool. 136

BLASTING.

AS NOW ADAPTED BY LENK'S PROCESS

GUNCOTTON

IS THE CHEAPEST AND SAFEST EXPLOSIVE, AND FREE FROM SMOKE.
Prices and directions for use on application to the Manufacturers,
THOMAS PRENTICE AND CO.,
173, FENCHURCH STREET, LONDON, E.C.
MANUFACTORY, STOWMARKET, SUFFOLK. 137

First Class Silver Medal, Royal Polytechnic Society, Falmouth, 1864.

CREASE'S PNEUMATIC TUNNELLING ENGINE,

for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE Tavistock, Devon. 138

CHARLES DAVEY AND CO.,

SAFETY FUSE MANUFACTURERS,
ST. HELEN'S JUNCTION, LANCASHIRE. 139

THE CLUTCH SAFETY CAGE, IMPROVED.—

The improvement consists in its having only a single spring, which is strong enough to take the lift of the loaded cage; to overhaul the broken rope, however distant the fracture may be; and yet so conditioned that it cannot bring the clutches into play till the rope is broken. It is an ordinary carriage spring, and can be replaced, when needed, at any coach-work. Makers of cages, or inventors, who may wish to combine the safety clutch with their own improvements are respectfully informed that liberty to do so will be granted to them on easy terms.—Apply to the patentee, ROBERT AYTON, 3, Fettes-row, Edinburgh. 140

SAFETY FUSE.—Messrs. WILLIAM BRUNTON AND CO., PENHALLICK, POOL, near CAMBORNE, CORNWALL, and BRYMBO, near WREXHAM, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.

For the convenience of their customers and others in the North, W. BRUNTON and Co. have recently erected a branch manufactory at Brymbo, near Wrexham, where, as at Cornwall, they are at all times PREPARED to EXECUTE UNLIMITED ORDERS for SUPPLYING FUSE upon warrant that it will prove equal to, if not better than any to be procured elsewhere. 141

International Exhibition, 1862—Prize Medal.

JAMES RUSSELL AND SONS

(the original patentees and first makers of wrought-iron tubes), of the CROWN PATENT TUBE WORKS, WEDNESBURY, STAFFORDSHIRE, have been AWARDED a PRIZE MEDAL for the "good work" displayed in their wrought-iron tubes and fittings.
Warehouse, 81, Upper Ground-street, London, S. 142

BICKFORD'S PATENT SAFETY-FUSE OBTAINED the PRIZE MEDALS at the ROYAL EXHIBITION of 1851, at the INTERNATIONAL EXHIBITION of 1862, in London, and at the IMPERIAL EXPOSITION held in Paris, in 1855.

BICKFORD, SMITH, AND CO.,

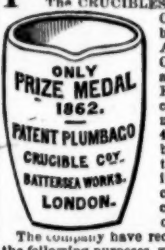
TUCKINGMILL, CORNWALL, MANUFACTURERS, of PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—

EVERY COIL of FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK. 143

Prize Medals—International Exhibition, Class 1 and 2.

PATENT PLUMBAGO CRUCIBLES.—

The CRUCIBLES manufactured by the PATENT PLUMBAGO CRUCIBLE COMPANY are the ONLY KIND for which a MEDAL has been AWARDED, and are now used exclusively by the English, Australian, and Indian Mints; the French, Russian, and other Continental Mints; the Royal Arsenals of Woolwich, Brest, and Toulon, &c.; and have been adopted by most of the large ENGINEERS, BRASSFOUNDERS, and REFINERS in this country and abroad. The GREAT SUPERIORITY of these melting pots consists in their capability of melting on an average 40 pourings of the most difficult metals, and a still greater number of those of an ordinary character, some of them having actually reached the EXTRAORDINARY NUMBER of 96 meltings. They are unaffected by change of temperature, never crack, and become heated much more rapidly than any other crucibles. In consequence of their great durability, the saving of waste is also very considerable.



The Company have recently introduced CRUCIBLES SPECIALLY ADAPTED for the following purposes, viz.:—MALLEABLE IRON MELTING, the average working of which has proved to be about seven days; STEEL MELTING, which are found to save nearly 1¼ ton of fuel to every ton of steel fused; and for ZINC MELTING, lasting much longer than the ordinary iron pots, and saving the great loss which arises from mixture with iron.

The Patent Plumbago Crucible Company likewise manufacture and import Clay Crucibles, Muffles, Portable Furnaces, &c., Stove Backs, all descriptions of fire-standing goods, and every requisite for the Assayer and Dentist.

For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Battersea Works, London, S.W. 144

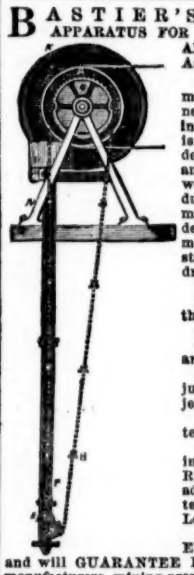
Swan Rope Works.

GARNOCK, BIBBY, AND CO.,

CHAPEL STREET, LIVERPOOL,
MANUFACTURERS of FLAT and ROUND HEMP and IRON and STEEL WIRE ROPES for MINING, RAILWAY, and SHIPPING PURPOSES.
MANILLA ROPE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER, and THIRTY PER CENT. CHEAPER than Russian hemp rope.
WIRE ROPE of FIRST QUALITY WIRE, and the HIGHEST STANDARD of STRENGTH. 145

BASTIER'S PATENT CHAIN PUMP,

APPARATUS FOR RAISING WATER ECONOMICALLY, ESPECIALLY APPLICABLE TO ALL KINDS OF MINES, DRAINAGE, WELLS, MARINE, FIRE, &c.



J. U. BASTIER begs to call the attention of proprietors of mines, engineers, architects, farmers, and the public in general, to his new pump, the cheapest and most efficient ever introduced to public notice. The principle of this new pump is simple and effective, and its action is so arranged that accidental breakage is impossible. It occupies less space than any other kind of pump in use, does not interfere with the working of the shafts, and unites lightness with a degree of durability almost imperishable. By means of this hydraulic machine water can be raised economically from wells of any depth; it can be worked either by steam-engine or any other motive power, by quick or slow motion. The following statement presents some of the results obtained by this hydraulic machine as daily demonstrated by use:—

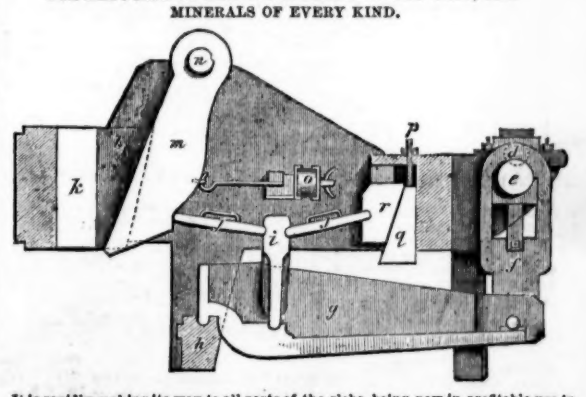
1.—It utilises from 90 to 92 per cent. of the motive power.
2.—Its price and expense of installation is 75 per cent. less than the usual pumps employed for mining purposes.
3.—It occupies a very small space.
4.—It raises water from any depth with the same facility and economy.
5.—It raises with the water, and without the slightest injury to the apparatus, sand mud, wood, stone, and every object of a smaller diameter than its tube.
6.—It is easily removed, and requires no cleaning or attention.

BASTIER'S PATENT CHAIN-PUMP may be seen daily in operation at Messrs. SAMUEL BERGER AND Co.'s Patent Rice Starch Works, Bromley-by-Bow, London, E. Cards of admission to be had on application to the inventor and patentee, Mr. J. U. BASTIER, C.E., 142, Gower-street North, London.

J. U. BASTIER, sole manufacturer, will CONTRACT to ERECT his PATENT PUMP at HIS OWN EXPENSE, and will GUARANTEE IT FOR ONE YEAR, or will GRANT LICENSES to manufacturers, mining proprietors, and others, for the USE of his INVENTION.
OFFICES, 142, GOWER STREET NORTH, LONDON.
London, March 21, 1859. Hours from Ten till Four. J. U. BASTIER C.E. 114

BLAKE'S PATENT STONE BREAKER,

OR ORE CRUSHING MACHINE,
FOR REDUCING TO SMALL FRAGMENTS ROCKS ORES, AND MINERALS OF EVERY KIND.



It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England.

The above section illustrates Blake's Stone Breaker, just as made the last five years and is fully protected in every part by patents.

Extract from Specification:—A short but powerful vibration is imparted to one or both of the jaws by any convenient arrangement, and combination of powerful levers, worked by a crank or eccentric on the main shaft.

LEGAL PROCEEDINGS will be taken at once against any person or persons found making, using, or vending any machine, the construction of which will constitute an infringement on the above patent. Read extracts of testimonials:—

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably crushing the hardest stones and quartz. WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard winstone in 20 minutes, for fine road metal, free from dust. Messrs. ORD and MADDISON, Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton. JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour. WM. G. ROBERTS

General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or $75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine for this estate. SILAS WILLIAMS

For circulars and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY,
MEADOW LANE, LEEDS.
Only maker in the United Kingdom. 147

NEW MEDICAL GUIDE.

DR. SMITH, who has had twenty years' practical experience in the treatment of Debility, Spermatorrhœa, Disorders of the Nervous System, &c., has published A GUIDE (138 pages) for Self-Cure. Sent to any address on receipt of two stamps. Dr. SMITH may be consulted personally (or by letter) in all private and confidential cases.—Address, SMITH and Co., 8, Burton-crescent, Euston-road, London W.C. Consultations daily from Eleven to Five. 148

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Total divs.	Per Share.	Last paid
1200	Alderley Edge (cop.), Cheshire [L.]..	10 0 0..	— ..	..	11 3 0..	0 15 0—	Dec. 1864
4000	Bedford United (copper), Tavistock† ..	2 6 8..	— ..	..	13 11 6..	0 2 6—	Oct. 1864
1348	Boscaswell (tin, copper), St. Just....	6 15 0..	— ..	..	1 5 0..	0 5 0—	May, 1864
200	Botallack (tin, copper), St. Just	91 5 0..	— ..	..	480 15 0..	3 0 0—	May, 1865
10000	British Slate Company [L.]	7 0 0..	— ..	..	8 per cent.		Mar. 1865
1800	Brixham Hematite Iron [L. £8]	6 7 6..	— ..	..	6 5 0..	0 6 0—	Nov. 1864
1000	Broadoyd (lead), Cardigan [L. £15]..	12 0 0..	— ..	..	6 5 0..	0 15 0	April, 1865
1200	Bryn Gwyn (lead), Mold, [L.]	9 0 0..	— ..	..	— ..	2 10 0—	Mar. 1865
916	Cargoll (silver-lead), Newlyn.....	15 5 7..	29¼.. 28 29	..	10 15 0..	0 15 0—	May, 1865
1000	Carn Brea (copper, tin), Illogan.....	15 0 0..	25 ..	..	280 10 0..	2 0 0—	June, 1864
2880	Clifford Amalgamated (cop.), Gwen...	80 0 0..	27½.. 25½ 26¼	..	35 6 0..	0 10 0—	June, 1865
2000	Copper Miners of England	25 0 0..	— ..	..	7¼ per cent.	—Half-yrly	
40000	Ditto ditto (stock) ..	100 0 0..	— ..	..	1 per cent.	—Half-yrly.	
867	Cwm Erfin (lead) Cardiganshire [L.]	7 10 0..	50 .. 35 40	..	16 18 0..	1 0 0—	June, 1865
128	Cwmystwith (lead), Cardiganshire* ..	60 0 0..	— ..	..	285.10 0..	4 0 0—	April, 1865
280	Derwent Mines (all.-lead), Durham..	300 0 0..	— ..	..	150 10 0..	7 10 0—	June, 1865
1024	Devon Gt. Con. (cop.), Tavist.* [S.E.]	1 0 0..	— ..	..	972 0 0..	10 0 0—	May, 1865
358	Dolcoath (copper, tin), Camborne*....	128 17 6..	— ..	..	796 10 0..	5 0 0—	June, 1865
512	East Basset (cop.), Redruth [S.E.]*..	29 10 0..	17 .. 16 17	..	126 0 0..	1 0 0—	Nov. 1864
6000	East Carn Brea (copper), Redruth	3 15 0..	6½.. 6 6½	..	0 5 0..	0 5 0—	June, 1865
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6..	13 .. 12½ 13	..	13 2 0..	0 10 0—	April, 1865
300	East Darren (lead), Cardiganshire* ..	32 0 0..	— ..	..	105 10 0..	2 0 0—	April, 1865
128	East Pool (tin, copper), Pool, Illogan..	24 5 0..	— ..	..	389 10 0..	4 0 0—	June, 1864
5000	East Roseworne (cop., tin), Gwinear .	2 15 0..	2½.. 2⅝ 2⅝	..	0 7 0..	0 2 6—	May, 1865
2800	Foxdale (lead) Isle of Man [L.]	25 0 0..	— ..	..	67 0 0..	1 0 0—	May, 1865
5000	Frank Mills (lead), Christow	3 18 6..	8 .. 7 8	..	2 7 6..	0 7 0—	May, 1865
15000	Great Laxey (lead), Isle of Man [L.] ..	4 0 0..	21 .. 19 20	..	2 11 0..	0 10 0—	June, 1865
5908	Great Wh. Vor (tin, cp.), Helston [S.E.]	40 0 0..	32 .. 31 32	..	6 19 6..	0 17 6—	June, 1865
119	Great Work (tin), Germoe 100	0 0..	— ..	..	15 0 0..	5 0 0—	Aug. 1864
1024	Herodsfoot (ld.), near Liskeard [S.E.]	8 10 0..	— ..	..	33 5 0..	1 15 0—	June, 1865
400	Lisburne (lead), Cardiganshire, Wales*	16 15 0..	— ..	..	433 10 0..	3 0 0—	April, 1865
2000	Maes-y-Safn (lead) [L]	20 0 0..	— ..	..	1 0 0..	1 0 0—	Oct. 1864
6000	Marke Valley (copper), Caradon	4 10 6..	5 ..	..	3 0 6..	0 2 6—	April, 1865
3600	Minera Boundary (lead), Wrexham [L.]	1 0 0..	— ..	..	0 8 0..	0 2 0—	June, 1865
1800	Minera Mining Co. [L.], (ld.), Wrexham	26 0 0..	— ..	..	175 3 0..	5 5 0—	May, 1865
90000	Mining Co. of Ireland (cop., lead, coal)	7 0 0..	— ..	..	19 2 10..	0 16 1—	Jan. 1865
40000	Mwyndy (iron ore) [L. £4] [S.E.]	2 10 0..	— ..	..	0 4 0..	0 2 0—	April, 1864
350	Nanty Mines (lead), Montgomery	20 0 0..	— ..	..	7 0 0..	1 0 0—	June, 1864
6000	New Birch Tor and Vitifer Cons. (tin)	1 6 8..	— ..	..	0 11 0..	0 1 6—	Oct. 1864
5936	North Treskerby (copper), St. Agnes..	1 9 0..	2¼.. 2¼ 2½	..	0 13 0..	0 2 6—	Feb. 1864
200	Parys Mines (copper), Anglesey [L.].	50 0 0..	— ..	..	142 10 0..	7 10 0—	April, 1865
1120	Providence (tin), Uny Lelant† [S.E.]..	10 6 7..	32 .. 31½ 32½	..	77 5 0..	1 0 0—	May, 1865
30	Silver Rake Mining Company	280 0 0..	— ..	..	— ..	2 10 0—	Dec. 1864
512	South Caradon (cop.), St. Cleer* [S.E.]	1 5 0..	— ..	..	483 10 0..	8 0 0—	May, 1865
4000	St. Day United (tin), Redruth	14 0 0..	— ..	..	0 5 0..	0 5 0—	Mar. 1864
940	St. Ives Consols (tin), St. Ives	8 0 0..	— ..	..	490 10 0..	0 10 0—	May, 1864
6000	Tincroft (cop. tin), Pool, Illogan [S.E.]	9 0 0..	18 .. 17 17½	..	16 11 0..	0 10 0—	Mar. 1865
6000	West Basset (copper), Illogan [S.E.] .	1 10 0..	— ..	..	26 9 0..	0 6 0—	Mar. 1865
3000	W. Chiverton, (ld.), Perranzabuloe [S.E.]	— ..	80 .. 77¼ 80	..	5 10 0..	1 0 0—	May, 1865
256	West Damsel (copper), Gwennap	38 10 0..	— ..	..	53 10 0..	1 0 0—	Nov. 1864
400	W. Wh. Seton (cop.), Camborne [S.E.]*	47 10 0..	190 .. 175 185	..	423 0 0..	4 0 0—	June, 1865
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 6..	— ..	..	609 10 0..	1 10 0—	June, 1865
1024	Wheal Friendship (copper), Devon ..	20 0 0..	— ..	..	296 10 0..	1 0 0—	May, 1865
512	Wheal Jane (silver-lead), Kea	3 10 0..	— ..	..	15 0 0..	0 10 0—	Aug. 1864
4295	Wheal Kitty (tin), St. Agnes.....	5 4 6..	4¼..	..	2 9 0..	0 2 6—	May, 1865
1024	Wh. Mary Ann (ld.), Menheniot [S.E.]	8 0 0..	— ..	..	59 17 6..	0 10 0—	Mar. 1865
100	Wheal Mary (tin), Lelant	36 2 6..	— ..	..	288 5 0..	4 0 0—	Mar. 1864
80	Wheal Owles (tin), St. Just, Cornwall	70 0 0..	— ..	..	343 3 0..	5 0 0—	May, 1864
396	Wheal Seton (tin, copper), Camborne .	58 10 0..	205 .. 200 205	..	201 15 0..	5 0 0—	June, 1865
1040	Wh. Trelawny (all.-ld.), Liskeard [S.E.]	5 17 0..	19 .. 17 18	..	52 0 0..	0 10 0—	June, 1865
7000	Wicklow (copper) [L.], Wicklow	2 10 0..	14½..	..	15 3 0..	0 6 0—	May, 1865

[* Dividends paid every two months. † Dividends paid every three months.]

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

240	Boscean (tin), St. Just	20 10 0..	— ..	..	36 10 0..	1 0 0—	Mar. 1862
958	Condurrow (cop., tin), Camborne	76 10 0..	60 .. 50 55	..	85 0 0..	2 0 0—	June, 1852
2450	Cook's Kitchen (copper), Illogan.....	18 5 9..	9¼.. 8¼ 9	..	1 7 0..	0 7 0—	May, 1867
1024	Copper Hill (copper), Redruth.....	12 0 0..	— ..	..	2 7 6..	— —Sept.	1862
1058	Craddock Moor (copper), St. Cleer ..	8 14 0..	— ..	..	7 12 0..	0 4 0—	June, 1865
4078	Devon and Cornwall (cop.), Tavistock	6 6 3..	— ..	..	0 10 0..	0 2 6—	Feb. 1859
12300	Drake Walls (tin, copper), Calstock ..	2 1 0..	— ..	..	0 18 0..	0 1 6—	May, 1863
3000	Dyfngwm (lead), Wales	12 6 6..	— ..	..	0 17 6..	0 2 6—	Jan. 1863
1908	East Wheal Lovell (tin), Wendron ..	3 9 0..	10½.. 9¼ 10¼	..	1 10 0..	0 16 0—	May, 1864
940	Fowey Consols (copper), Tywardreath	4 11 6..	— ..	..	41 9 3..	0 2 6—	June, 1864
6000	Great South Tolgus (copper), Redruth..	0 14 6..	2¼.. 2 2⅛	..	7 18 6..	0 5 0—	Dec. 1861
0240	Gunnislake (Clitters' Adit) (copper)..	0 2 0..	— ..	..	0 3 0..	0 1 6—	Mar. 1862
160	Levant (copper, tin), St. Just.....	2 10 0..	— ..	..	1091 0 0..	5 0 0—	May, 1864
640	Mount Pleasant (lead), Mold.....	4 0 0..	— ..	..	18 18 1..	0 7 6—	Aug. 1862
5000	Orsedd (lead), Flintshire	0 0 8..	— ..	..	0 10 4..	0 0 8—	Mar. 1862
6400	Par Consols (cop.), St. Blazey [S.E.].	1 2 6..	— ..	..	36 19 0..	0 2 6—	Mar. 1863
1772	Polberro (tin), St. Agnes	15 0 0..	— ..	..	7 19 6..	0 10 0—	Nov. 1863
512	Polbreen (tin), St. Agnes	8 0 0..	— ..	..	1 0 0..	1 0 0—	July, 1863
6000	Rosewall Hill and Ransom United....	3 3 6..	— ..	..	0 10 0..	0 1 6—	June, 1863
512	South Tolgus (cop.), Redruth	8 0 0..	— ..	..	74 10 0..	1 0 0—	May, 1863
496	S. Wh. Frances (cop.), Illogan [S.E.]..	18 18 9..	— ..	..	370 18 6..	1 0 0—	Nov. 1863
280	Spearne Moor (tin, copper), St. Just..	3 17 9..	— ..	..	9 15 0..	1 0 0—	June, 1862
372	Trelyon Consols (tin), St. Ives	15 0 0..	— ..	..	7 0 0..	0 10 0—	Sept. 1864
1000	Trumpet Consols (tin), near Helston..	11 10 0..	— ..	..	11 0 0..	2 0 0—	Mar. 1860
4300	Vigra and Clogau (copper) [L. £5] ..	5 0 0..	— ..	..	6 2 6..	1 10 0—	Mar. 1862
1024	West Caradon (cop.), Liskeard [S.E.].	10 0 0..	10 ..	..	101 1 3..	0 10 0—	Oct. 1862
1000	Wheal Basset and Grylls (tin)	7 0 0..	— ..	..	3 0 0..	0 10 0—	Oct. 1863
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	3 0 6..	— ..	..	10 2 6..	0 7 6—	July, 1863
896	Wheal Margaret (tin), Uny Lelant	13 17 6..	— ..	..	76 5 0..	1 0 0—	May, 1863
2044	Wheal Tremayne (tin), Gwinear	6 11 3..	1½.. 1 1¼	..	6 1 3..	0 5 0—	Nov. 1863
6400	West Fowey Consols (tin and copper).	7 10 0..	— ..	..	0 19 0..	0 3 0—	May, 1862
8000	Wharfedale Mining Company [L. 10s.].	0 5 6..	— ..	..	— ..	0 0 6—	Jan. 1864

FOREIGN DIVIDEND MINES.

2464	Burra Burra (cop.), South Australia.	5 0 0..	— ..	..	320 0 0..	5 0 0—	Sept. 1864
15000	Cape Copper Mining [L. £10] [S.E.]	7 0 0..	12½.. 11 11¾ xd..	..	2 2 6..	0 17 6—	June, 1865
12000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0..	27 .. 25 27	..	101 0 0..	1 0 0—	Jan. 1865
70000	English and Australian	5 0 0..	— ..	..	1 12 0..	0 2 0—	Aug. 1864
15000	East Indian Coal, Calcutta [L.]	10 0 0..	— ..	..	7½ per cent.	— Yearly.	
25000	Fortuna (lead), Spain [L.] [S.E.].....	2 0 0..	3½.. 3 3½	..	0 14 4..	0 3 0—	Dec. 1864
28000	Gen. Mining Assoc., Nova Scotia [S.E.]	20 0 0..	— ..	..	21 10 0..	1 0 0—	June, 1864
68000	Kapunda Mining Co., Australia [S.E.]	1 0 0..	— .. ⅛ ¾	..	0 19 0..	0 1 0—	June, 1864
18000	Linares (lead), Spain [L.] [S.E.]	3 0 0..	— ..	..	11 6 4..	0 5 0—	Jan. 1865
10000	Lusitanian (Portugal) [S.E.]	2 0 0..	2¼.. 1¾ 2¼	..	1 7 0..	0 3 0—	June, 1865
9275	New Wildberg (copper)	2 0 0..	— ..	..	0 10 0..	0 10 0—	Aug. 1864
50000	Panulcillo (copper) [L. £4] [S.E.]	3 0 0..	— ..	..	7½ per cent.	— Yearly.	
10000	Pontgibaud (sil.-lead), France [S.E.]	20 0 0..	— ..	..	2 3 0..	0 16 0—	Dec. 1864
97500	Port Phillip (gold), Clunes [S.E.] ..	1 0 0..	1¼.. 1 1¼	..	0 12 6..	0 1 0—	July, 1864
11000	St. John del Rey [L.], Brazil [S.E.]..	15 0 0..	42 .. 40 42	..	63 15 0..	2 10 0—	June, 1864
43174	United Mexican (sil.), Mexico [S.E.]..	28 5 0..	4 ..	..	2 19 0..	0 5 0—	Sept. 1864
10000	Vancouver (coal) [L. £10]	5 0 0..	— ..	..	0 15 0..	0 5 0—	Nov. 1864
50000	Victoria (London) Mining Co. [L.]....	1 0 0..	— ..	..	0 7 0..	0 5 3—	Jan. 1865
40000	West Canada Mining Company [L.]..	1 0 0..	— ..	..	0 19 6..	0 2 6—	May, 1865

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Alten and Quenangen Uni. (cop.) [L. £5]	4 10 0..	— ..	..	4 5 0..	0 15 0—	Nov. 1853
20000	Australian (cop.), S. Australia [S.E.]	7 7 6..	— ..	..	0 1 0..	0 1 0—	Dec. 1862
6000	Central American (silver) [L.]	5 0 0..	— ..	..	4 6 8..	0 14 10—	Dec. 1863
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0..	— ..	..	6 18 0..	0 10 0—	Nov. 1862
100000	Don Pedro No. Del Rey [L. £1] [S.E.]	0 12 6..	⅝..	..	0 0 9..	0 0 9—	Dec. 1863
103815	Mariquita and New Granada [S.E.]..	1 0 0..	— ..	..	0 9 6..	0 1 6—	July, 1859
45000	Yudanamutana (cop.), S.A. [L.] [S.E.]	3 0 0..	1½..	..	0 5 0..	0 5 0—	Aug. 1863

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
35000	Alamillos (lead), Spain] L. £3] [S.E.]	1 10 0 ..	1⅞..	1⅝ 1⅝	..April, 1865
100000	Anglo-Brazilian (gold) [L. £1] [S.E.]	0 6 0 ..	⅜..		..Dec. 1863
20000	Beariz Tin Streaming Company [L. £1]	0 17 6 ..	— ..		..Oct. 1863
25000	Capula (silver), Mexico [L. £2] [S.E.]	1 5 0 ..	— ..		..Feb. 1864
10000	Copiapo Smelting [L.], Chili	10 0 0 ..	— ..		..Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0 ..	— ..		..Fully paid.
50000	East del Rey (gold), Brazil [L. £3] [S.E.]	2 5 0 ..	1¼..		..April, 1865
15000	El Chico Silver Mining and Reduction Company [L. £5]	3 0 0 ..	— ..		..
8000	English and Canadian Mining Company [L.]	5 0 0 ..	— ..		..Fully paid.
40000	Fortune (copper), West Australia [L.]	2 0 0 ..	— ..		..Fully paid
50000	Frontino and Bolivia (gold), New Granada [L. £2] [S.E.]....	1 0 0 ..	2½.. 2 2½		..Mar. 1865
10000	Gonnessa (lead) [L.] [5000 £5 paid, 5000 £1 paid]	— ..	— ..		..May, 1865
80000	Great Northern (copper), South Australia [L. £2] [S.E.] ..	1 10 0 ..	— ..		..June, 1865
10000	Great Barrier Land, Mining, &c., New Zealand [L.].....	5 0 0 ..	— ..		—Fully paid.
24000	Hindostan (copper), Bengal [L. £5]	3 0 0 ..	— ..		..Feb. 1865
4000	Hope Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0 ..	— ..		..Fully paid.
120000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0 ..	— ..		..Fully paid.
100000	Montes Aureos (gold), Brazil [L.] [S.E.]	2 0 0 ..	¾ ..	⅛ ¾	..Fully paid.
80000	Nova Scotia (land and gold) [L. £2]	1 0 0 ..	— ..		..Nov. 1862
10000	Otea (copper) New Zealand [L. £2]	1 0 0 ..	— ..		..Mar. 1865
15000	Pachuca Silver Mining Company, Mexico [L. £1].....	1 0 0 ..	— ..		..June, 1863
6000	Peel River Land and Mineral [Limited]	100 0 0 ..	— ..		..Stock.
23000	Quebrada (copper), Venezuela [L. £10]	7 10 0 ..	3½..		..Sept. 1864
10178	Rhenish Consolidated (lead) [6000 £5 paid, 4178 30s. paid.] ..	— ..	— ..		..Mar. 1865
50000	Rosea Grande (gold), Brazil [L. £1] [S.E.].	0 5 0 ..	— ..		..April, 1864
10000	San Roque (lead), Spain	5 0 0 ..	— ..		..Fully paid.
60000	Santa Barbara (gold), Brazil [L. £1]	0 15 0 ..	⅛ ..	⅛ ⅛	..Sept. 1864
120000	Scottish Australian Mining Company [L. £1]	0 17 6 ..	⅝ ..	⅝ ⅝	..Feb. 1864
15000	South Europe Mining Company, Spain [L. £5]	5 0 0 ..	— ..		..Fully paid.
12000	Tepitz Colliery Co., Bohemia [L. £5]	2 0 0 ..	— ..		..June, 1863
30000	Val Antigoria (gold) [L. £2]	0 10 0 ..	1 ..	¼ 1	..
6000	Val Sassam (silver, copper, and lead) [L. £10]	3 0 0 ..	— ..		..April, 1865
5000	Valgodemard Mining Company [L. £20]	15 0 0 ..	— ..		..Mar. 1865
50000	Vallanzasca (gold), Italy [L. £1] [S.E.]	0 10 0 ..	2½.. 2¼ 2¾		..Oct. 1864
45000	Victor Emanuel (copper), Italy [L.]	1 0 0 ..	— ..		..Fully paid.
20000	Washoe (gold) [10000 £5 paid, 10000 £3 paid]	— ..	— ..		..
1000	Western Africa Malachite (copper) [L.]	110 0 0 ..	— ..		..Oct. 1862
12000	Wheal Ellen (copper), South Australia [L.]	5 0 0 ..	— ..		..Fully paid.
80000	Worthing (copper), South Australia [L.] [S.E.]	1 0 0 ..	1 ..	¾ 1	..Fully paid.
75000	Yorke Peninsula, South Australia [L.]	1 0 0 ..	⅝ ..	¼ ⅝	..Fully paid.

PROGRESSIVE MINES.

Shares	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
700	Aberdovay (sil.-lead), Merio...	4 10 0..	— ..		..Nov. 1864
1000	Alt-y-Crib (lead) [L.]	5 0 0..	— ..		..Fully paid.
4000	Bedford Cons. (cop.), Tavistk..	2 11 6..	— ..		..Feb. 1865
3200	Bedol Aur (lead), Holywell ..	0 16 0..	— ..		..May, 1865
500	Billins (lead)	20 0 0..	— ..		..Fully paid.
6000	Boscawen (tin), Kenwyn	2 15 0..	— ..		..Jan. 1865
5000	Bottle Hill (tin) Plympton ..	1 10 6..	— ..	8s. 10s.	..Mar. 1865
30000	Bromlow (id.), Minsterley, Salop	1 0 0..	— ..		..Fully paid.
200	Brynford Hall (lead), Flint..	25 0 0..	— ..		..May, 1865
500	Bryn Gwiog (lead), Flint ..	9 0 0..	— ..		..June, 1864
1832	Bryntail (lead), Llanidloes ..	9 0 6..	— ..		..Mar. 1865
60000	Caldbeck Fells (tin) [L. £2]..	0 10 0..	— ..		..
12000	Calstock Consols	2 10 0..	— ..		..
1000	Camborne Consols (copper)..	18 10 0..	— ..		..Feb. 1864
4600	Camborne Vean & Wh. Francis	10 18 4..	¾..		..June, 1865
75000	CambrianConsolid. (gd.) [L. £2]	1 0 0..	— ..		..Aug. 1862
8000	Cape Cornwall (cop.), [L. £2 10s.]	1 5 0..	— ..		..Dec. 1864
12000	Caradon & Phœnix Cons. [L. £1]	0 12 0..	— ..		..April, 1865
914	Caradon Cons. (cop.), St. Cleer	29 13 6..	— ..		..April, 1865
10000	Caradon Vale (copper).....	— ..	— ..		..
6000	Carn Camborne (cop.), Cambn.	1 15 0..	25s. ..	24s. 26s.	..April, 1865
6000	Carnglaze Untd. (tin), St. Just	0 10 0..	— ..		..
1048	Carnyorth (tin), St. Just ..	4 15 0..	— ..		..
40000	Carysfort [3200 £2½ pd., 16800 £1½ pd.]	— ..	— ..		..Dec. 1864
3500	Cefn Cilcen (ld.), Flint [L. £5]	2 12 0..	— ..		..Mar. 1865
800	Cefn Cwm Brwyno (lead)	4 0 0..	— ..		..Sept. 1864
2500	Central Minera (lead) [L. £5]	2 17 0..	— ..		..May, 1865
3000	Chiverton (lead), Perranzabu.	6 10 0..	9¾.. 8½ 9		..May, 1865
3000	Chiverton Moor (lead)	3 5 0..	3½.. 3 3½		..May, 1865
4000	Clara Unit., Ponterwyd [L. £3]	2 8 6..	— ..		..May, 1865
3072	Cleer's Hill (tin), St. Stephen's	0 1 4..	— ..		..July, 1864
5000	Cleveland (iron), [L. £20]....	10 0 0..	— ..		..Mar. 1865
787	Clitjah & Wentworth (tin, cp.)	33 10 0..	3½..		..Aug. 1864
3000	Clowance Wood (cop.) [L. £5]	3 10 0..	— ..		..April, 1865
16000	Coastratra & Bond [L.] [8300 £1 pd., 10700 16s. pd.]..	— ..	— ..		..Feb. 1865
90000	Connorree (cop., sulph.) [L.]	1 0 0..	21s. ..		..Fully paid.
6500	Cornish Clay and Tin [L.] ..	1 0 0..	— ..		..Fully paid.
12000	Cornubia (tin) [L. £3] [4000 30s. pd., 8000 15s. pd.]..	— ..	— ..		..
861	Crane (copper), Camborne ..	28 17 0..	2 ..	2	..June, 1865
30000	Crenver and Wh. Abraham [L.]	3 5 0..	— ..		..June, 1865
12000	Crelake (cop.), Tavistock....	2 13 0..	— ..		..April, 1864
2500	Crowan Consols (cop.), Crowan	5 0 0..	— ..		..Oct. 1864
8000	Crowan & Wendron (tin), [L. £1]	0 2 6..	— ..		..
1428	Crowlwm (lead), Llanidloes .	1 13 0..	— ..		..Dec. 1864
6000	Cuddra (cop., tin), St. Austell	4 10 0..	— ..		..July, 1864
10000	Cwmsymlog (sil.-ld.), [L. £5]	2 0 0..	— ..		..May, 1864
15000	Dale (lead), North Stafford..	1 0 0..	— ..		..Fully paid.
1000	Darren (lead) [L.], Cardigan..	7 4 0..	16 ..	14 16	..Nov. 1864
672	Ding Dong (tin), Gulval	44 10 6..	— ..		..Dec. 1863
40000	Dolfrwynog (gold) [L. £1]..	0 15 0..	— ..		..June, 1864
1000	Eaglebrook (lead) [L. £20]..	17 19 0..	— ..		..Feb. 1865
1000	East Basset and Grylls (tin)..	2 17 6..	— ..		..Mar. 1865
6000	E. Bottle Hill (tin), Plympton	0 5 6..	⅜..		..May, 1865
2000	East Buller (copper)	2 0 0..	— ..		..Mar. 1865
50000	East Cambrian (gold) [L. £1].	1 0 0..	— ..		..Fully paid.
2000	East Chiverton (lead)	3 8 0..	1¾..	¾ 1	..April, 1865
50000	E. Clogau (gold), Merio. [L. £1]	0 6 0..	— ..		..Mar. 1864
2048	E. Falmouth (s.-ld.), Kenwyn	5 0 6..	— ..		..April, 1864
6000	E. Grenville (cop.), Camborne	2 14 0..	3 ..	2¼ 3	..May, 1865
6000	E. Gt. Work (tin), Breage [L. £5]	4 0 0..	— ..		..Mar. 1865
4000	E. Gunnislake & S. Bedfd. (cop.)	8 3 6..	1⅜..	1 1¼	..May, 1865
6145	East Jane (sil.-ld.), Cardinham	2 17 6..	1½..		..April, 1865
6000	East Laxey (lead) [L. £3] ..	2 0 0..	1¾..	1¼ 1¾	..July, 1864
1024	E. Margaret (tin), Uny Lelant	22 10 0..	— ..		..Feb. 1865
8000	E. Polberro (tin) [L. £1] [4000 £1 pd. 4000 12s. 6d. pd.]	— ..	— ..		..Nov. 1864
3986	E. Providence (tin), Uny Lel.	4 11 9..	1¼..	¾ 1	..April, 1865
5000	East Tresavean.....	0 10 0..	⅜..	⅜ ¾	..May, 1865
6000	East Snaefell (lead) [L. £3] ..	2 0 0..	— ..		..Nov. 1864
5610	East Seton (cop.), Camborne..	0 10 0..	— ..		..Dec. 1863
256	East Tolgus (copper), Redruth	90 0 0..	— ..		..Nov. 1864
1024	E. Treskerby (cop.), Redruth.	11 13 6..	— ..		..June, 1865
1190	E. Wheal Agar (cop.), St. Cleer	12 17 0..	2 ..	1½ 2	..Jan. 1865
1300	E. Wheal Ellen (cop.) St. Agnes	3 5 0..	— ..		..Dec. 1864
6000	E. Wh. Florence (cop.), Calling.	1 0 0..	— ..	2	..
2048	East Wheal Grylls (tin, cop.)	2 15 0..	5½..	5 5½	..Jan. 1865
4000	E. Wh. Russell, Tavis. [S.E.].	10 8 0..	4½..	4 4¾	..June, 1865
6000	East Wheal Vor (tin and cop.)	5 0 0..	1¾..	1¼ 1¾	..April, 1864
6144	Esther Und. (tin), Cardingham	0 5 4..	— ..		..Dec. 1864
6000	Fostescue Consols.....	0 12 6..	— ..		..
6000	Furze Hill Wood Cons., Buckl.	1 10 0..	— ..		..Mar. 1865
10000	Furadon (cop.), [L.] [5000 £1 10s. paid]	— ..	— ..		..Mar. 1865
1026	Garden, Morvah (copper)	5 7 9..	— ..		..Aug. 1864
4096	Garlidna Untd. (tin), Wendron	4 15 0..	½..		..Jan. 1865
4000	Gawton (copper), Tavistock..	2 17 6..	— ..	1½ 1½	..June, 1865
6000	Gen. Min. Co. for Irel. (cop.)	4 0 0..	— ..		..
5000	Glan Alun (lead), Mold [L.]..	1 0 0..	— ..		..Fully paid.
30000	GlasgowCaradonCon. (cp.) [L.]	1 0 0..	— ..		..Fully paid.
6000	Godolphin (cop., tin), Crowan..	1 0 0..	— ..		..Oct. 1865
6000	Godolphin Hill (tin), Breage ..	1 1 0..	— ..		..June, 1865
2000	Golch Hill (lead), Flintshire..	1 7 5..	— ..		..Feb. 1865
6144	Gonamena (copper), St. Cleer.	4 17 0..	1½..		..May, 1865
2000	Goonxion (copper), St. Neot..	1 17 6..	— ..		..Dec. 1864
3000	Gothic (silver-lead), Cardigan.	1 0 0..	3 ..	2⅝ 3	..No call.
486	Gramb. & St. Aub. (cp.) [S.E.]	66 0 0..	3 ..		..May, 1865